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TakingItEasy

A guy was taken into custody on suspicion of killing and eating parts of his girlfriend (an ear was found on the stove). People for the Ethical Treatment of Animals got mad and said that he should receive **only a vegetarian diet** since he'd eaten quite enough meat.

Now here's a guy with some limited smarts. He thought he'd do something truly unusual as a proposal to his girlfriend, so he put her $12,000 diamond engagement ring in a balloon—a helium balloon—so she could stick it with a pin and he could "pop the question." He took it outside (now here's where he fucked up) and the minute he got outside, **a gust of wind blew it up**, up and away. He chased it for two hours before giving up. His fiancée was really pissed off and demanded a new ring. (With a fiancée like that, I think I'd go hunting for a new one—a new fiancée that is.)

When an office cleaner came in on Saturday, he asked a guy who was **still at his desk** why he was working over the weekend. Not getting any reply, the office cleaner nudged him, at which point the dude fell off his chair. It seems the guy had died five days before, but being the kind of worker who came in first thing in the morning and left last thing at night, no one had noticed that he croaked (he was in an open-plan office). So a word to anyone who cares: Don't work too hard. No one notices anyway.

A corrections officer put in a claim for worker's compensation. He stated he hurt his back lifting a case of toilet paper at the prison where he worked. He collected $5,227 in benefits and returned to work after five months of recuperation. But while he was recuperating, he was photographed taking part in a stunt sponsored by a radio station. (He ran a 40-yard dash wearing a woman's dress and high heels while **carrying an egg on a spoon.**) The photo appeared in a newspaper, prison officials saw it and recognized him. He was arrested, charged with worker's compensation fraud and is looking at 20 years in prison.

A patient went to his dentist for his appointment. When he got there, he **found the dentist passed out**, drooling, with a gas mask on his face. The dentist, in his defense, said that it was, after all, his lunch hour.

A single mother of three who was running for a school committee was finally persuaded to remove her MySpace **personal listing** in which she described herself as "smart, sexy, fun" and a "voluptuous chocolate sister with a big booty."

Here's yet another way to punish your child for misbehaving. According to a surveillance video from a car wash, two women pulled into a stall, deposited coins, scolded a small child and then **pressure-washed him**. He may be naughty, but at least he's clean.

There is such a thing as a World Taxidermy Championship. This dude won Best in Show (his stuffed fox scored 96 of 100 possible points). The championship competition features the art of stretching animal skin over fake bodies so the critters look better than they ever looked alive. The attention to detail at the event was amazing on such features as a stag's nostrils, **a hyena's lips**, a hamster's whiskers, the neck length of a female peregrine falcon and the rosy glow of a bat's anus.

There's no end to inventive excuses. A guy defending a DUI charge in Scotland told the judge that his high blood-alcohol reading was because he has a **"balloon-like"** pouch in his neck (like a pelican's). It seems that the pouch collects most of the alcohol he swallows and therefore makes it seem that he is much more inebriated than he really is.

The price of *everything* is going up. In the worst slums of Port-au-Prince, Haiti, where 80% of the people live on less than $2 a day, rice now sells for 30 cents a cup (double the price of a year ago), leaving the poorest of the poor to **live mainly on "cookies"** made with dirt. Choice clay from the central plateau is at least a source of calcium and can be baked with salt and vegetable shortening. But recently in one of the slums, the price of dirt has also risen about 40%.

An American cosmetics company, under the "Lookin' Good for Jesus" brand, which urges users to **"Get Tight with Christ,"** was told to pull their cosmetics from Singapore due to complaints. But the company said it's not abandoning that line of hand and body creams, lip balm, breath spray and bubble bath. They also market similar cosmetics under such brands as "Dirty Girl," "Cute as Hell," "Total Bitch" and "Virgin/Slut." As well as a popular car air-freshener by its brand "Cat Butt."

More interesting quotes: "He has all the virtues I dislike and none of the vices I admire."

—*Winston Churchill*

"He has never been known to use a word that might send a reader to the dictionary."

—*William Faulkner* (about Ernest Hemingway)

"He loves nature in spite of what it did for him."

—*Forrest Tucker*

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 422 • AUGUST 2008

FEATURES

Rock N Racer **10**
Recycling Can Be An Art.

Contradiction In Terms **18**
Keith McCann's
Pro-Street Rigid.
Featured on the cover.

Road Rage's Serpent **56**
If You're Scared,
Say You're Scared.
Featured on the cover.

Salvation Through Fabrication **74**
Sacred Steel's
'76 Sportster.

A Bike Befitting The Name **90**
Huey Schweb's
Brand-New Cleveland.

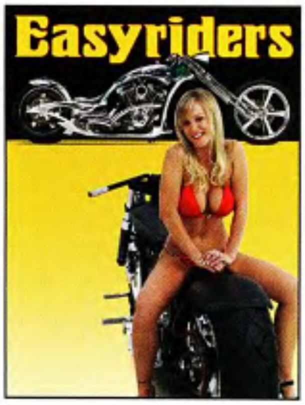
Test Ride **122**
Big Dog's Pitbull.
Production Bike of the Year.

READERS RIDES

Gary Sholes **120**
and his 1965 Panhead.

Bill Griffith **120**
and his 1980 FLH.

Rob Rauterkus **121**
and his 2005 Special Construction.



SPECIAL EVENTS

Bean Blossom Bikerfest **36**
One Of The Last Real Biker Parties.

Top 10 Tits **50**
A Bevy Of Bountiful Boobs

Top 10 Production Bikes of 2008 ..... **84**

THE TECH GARAGE

3-Speed Beach Cruiser **52**
The Nirve Pyro.

Perfect Powdercoating **88**
Sumax Makes It Look Easy.

***Easyriders'* Hop-Up Guide** **116**
Go-Fast Parts.

ARTICLES

Harley-Davidson Footwear **42**
The Feat Of Saving Soles

David Mann Chopper Fest **44**
The 4th Annual Festival.

Harley Rigid Frames **54**
The History Of Classy Chassis' From 1936 To 1957.

I'd Rather Laugh With The Sinners **66**
Why Women Love Bikers.

The Anti-Laughlin Run **113**
More Fun for Less Money!

DEPARTMENTS

Taking It Easy **3**
Wordmonger **6**
Parts Box **16**
Tech Letters **24**
Easynews **27**
Happenings **32**
National Helmet Laws **34**
Fox Hunt Winner, Jamie **56**
Passin' Gas **64**
In The Wind **69**
Fox Hunt Contest **80**
Advertisers' Index **128**

Fox Hunt Winner Jamie and Road Rage custom shot by Rick Hustead. Keith McCann's rigid by Michael Lichter. Special imaging by Jeff Biggs.

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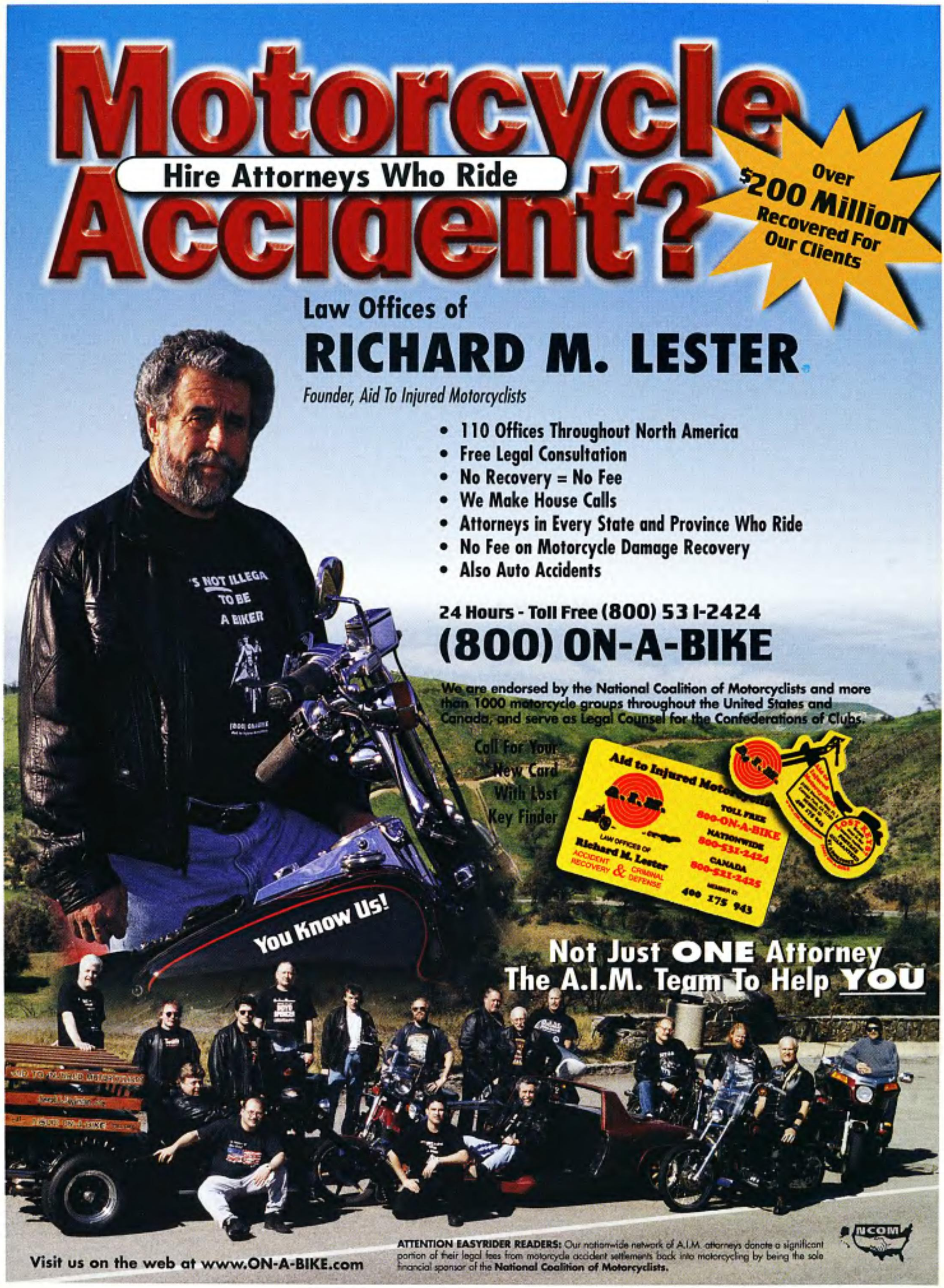
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WordMonger

Needs A Fender

Hello from a man who's been reading *Easyriders* since Day One. Mind you, in that time I've reached the age of 64. How the fuck did that happen? Someday I'm going to spread out all of my copies and send a photo.

Could anyone out there tell me where I can get a front fender for my '82 FXRS? I bought an aftermarket fender that looks like shit compared to the original, which got damaged beyond saving.

J.R. (UK.)
john.reynolds67@btinternet.com

The Internet is a great source for bike parts these days. Try typing the part number in on eBay Motors or just type in "1982 FXRS front fender" and see what comes up. Bike Bandit www.bikebandit.com and Negotiable Parts (951-683-4304) are also great sources of OEM parts.

Dealing With Deer

The "Dealing With Deer" article was right on as to how to avoid hitting a 200-pound bag of meat (it's not Bambi, when it's about to smash into my face).

Living in the Texas hill country, I know to live by the advice, but I can't always do it. Ten days ago I was riding at dusk, and, as they say, "out of nowhere" came a deer. What saved my ass, and I hope some other riders, was a new part my ol' lady bought me called traction-controlled brakes.

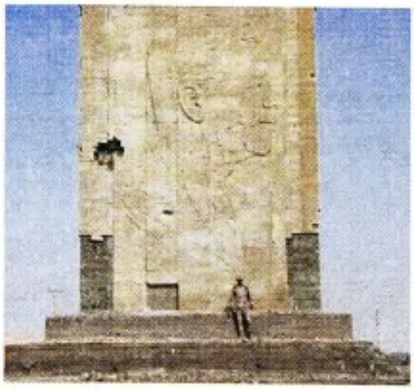
In addition to shitting my pants, I slammed on my brakes, but this gadget made it so I did not lock my brakes.

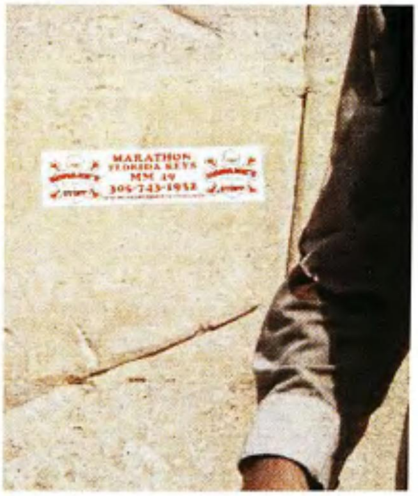
Ron
Cyberspace

Please Take a Moment to Read This

Last summer on one of my many visits to the Florida Keys, I stopped at Mama Joe's Motorcycle Shop in Marathon. In the shop there was a small, framed picture of a soldier in front of a wall, and over his right shoulder was a bumper sticker. Upon a closer look, I could make out a Mama Joe's bumper sticker on the wall. I spoke to Mama Joe and said I'd bet that was a picture of one of our soldiers in Iraq. She said it was.

She related how one day a woman came in, handed her a 3 1/2-inch floppy disc and said her husband had sent this to her to give to Mama Joe. The first picture is the wall with the soldier in front of it. The wall is a bullet pocked-marked likeness of Sadam, and the next picture is the bumper sticker up close.





I told her that having a bumper sticker that the soldier could take with him and place on the wall was probably one of the small things that helped him cope with being away from home and brought a little bit of the Florida Keys to Iraq. I

don't know who the soldier is, but I was so pleased to see Mama Joe put up his picture in honor of our soldiers. Because of people like him and their sacrifices, I can still ride my Harley in relative freedom. And because of people like Mama Joe, our soldiers are remembered and honored.

Next time any rider is in the Florida Keys, they should stop in Marathon and Mama Joe's shop on the Bay side, 3580 Overseas Highway, and take a look. It will put a smile on your face for the rest of the day.

Bob Weinshenker
Cyberspace

Bike Sculptures

I was thumbing through a back issue of your mag (Sept. '07, No. 411), and I saw a picture of the Siren of TI chopper (Treasure Island Casino's pride and joy) in the Myrtle Beach Madness feature. I am Scott Canwood, the metal sculptor who was commissioned by a local chop shop to design and create the Siren for Treasure Island. I spent six months forging her out of mild steel.

Just wanted to show you some of my new work which are gas tanks for bobbers and old-chool choppers. They are functioning sculptures for bikes that are made to be ridden. In the photos are Firebreather (dragon) and True Blue (eagle). On the work bench is Sweet Black Angel, a Jesse James Villain tank with hand-forged steel feathered wings following the contours and running the length of the tank. Also on my drawing board are Fried Ham (Hog) and Street Chief (Indian).

I love the magazine. Can't get enough bob jobs and old-school chops. And, you can find more info on my Web site at www.cawoodArt.com.

Scott Cawood
Antietam, Maryland

Doing Their Thing

Here is a photo of a few of us who are deployed to the luxurious city of Baghdad. When we aren't patrolling the friendly streets or skies, we like to sit back and read up about all the lucky bastards who are out riding. Do us a favor and put this picture in your mag.

The Air Force First Sergeant considers *Easyriders* a form of porn, so he takes away our mags. As he sits back behind the safety of his desk, we're out "doing our thing."

The photo (below) is from 4-3 AV Regt 3rd Infantry Division in front of our UH60L Blackhawk just prior to a fight. From left to right are Capt. Thorson, Ssgt Millett, Maj Surrey, Spc Marzolf, Spc Bennett, and Sra McDonald.

Keep up the great work and we'll smuggle your mag in whenever we can.

Ssgt Millett
Baghdad, Iraq

Right on, brother. Thanks for serving.

Cold Beer and Biker-Friendly

Just wanted tell you about a bar in Marysville, Kansas. The name of the bar is Joe's, and it's a hell of a place to stop in and slam down a few cold ones. Joe is biker trash but a hell of a good ol' boy. There are a shitload of bikers in Marysville, and they all know where Joe's is. It's a biker-friendly bar when you've been on the road and need some good company. Cheers!

Rick
Ash Grove, Missouri

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Rock N Racer

Recycling Can Be An Art

Born the son of an auto mechanic and obsessed with the American custom culture, French bike builder Cyril Gautier was predisposed to turning wrenches for a living. After completing three years in a trade school for mechanics, he embarked on a seven-year and seven-employer apprenticeship in industrial fabrication in the 1990s. During his *Compagnons Du Devoir* apprenticeship, he worked by day and studied school topics evenings and weekends. All the while, Cyril applied his hot rodding talents to a 1950 Peugeot 203 that

would be his sole transportation and is still in his possession today. The man doesn't throw anything away and you'll soon discover why that's a good thing.

Cyril spent the next five years working as a Harley-Davidson mechanic, as well as restoring vintage Indian bikes, in Germany for a while, finally opening his own shop in 2000. "After work, I would sweep the floor, set my sleeping bag on a foam pad and crash for the night in front of the parts counter," says Cyril. Is this the ultimate biker Zen attitude or what? And you couldn't knock the smile off his face with a shovel if you tried, because Cyril's passion for what he does visibly fulfills his life. But passion isn't the only ingredient he used to build this racing-inspired bike. Cyril also mixed in generous amounts of tenacity and resourcefulness to complete it in only three weeks, with a budget totaling a mere 3,000 Euros.

He usually builds more practical bikes for his customers and Cyril readily admits that this one is quite a departure. "I built it for myself. It's made from little crumbs of ideas that I have for a more ambitious future project," he explains. What he fails to mention is why he had to build it so quickly. As it turns out, Cyril had signed up for a custom bike contest but had nothing to show only a month and half before deadline. With an actual build time of three weeks, he completed this little racer on the way to the show and picked up an award for his effort. Better still, he also won a trip to Sturgis in 2007 to display the bike and compete on the international circuit. This was as good as it gets for a starry-eyed Frenchman who had been dreaming of going to the States for 20 years to meet his bike builder idols and enjoy the fabled Sturgis Rally.

Everyone who sees it revels at the bike's compact proportions and exaggerated cartoon hot rod stance, but few realize immediately the extent of the work and ingenuity it took Cyril to get there. For instance, the frame was built with tubing from a shopping cart, selected for its elegant curvature. The frame is braced for reinforcement and uses the Sportster engine assembly as a stress member. Its rear lower legs are made from a wrecked Harley Springer fork, while the short rigid front fork was also coaxed out of a chopped-up Springer. The fork now hangs onto the frame thanks to a pair of Renault ball joints. Several more trips to the parts pile yielded instrumental parts, such as the polished hubcaps that cover the red powercoated rims, or the awesome shifter that was the clutch pedal off an old Panhard passenger car. Another surprising find were the handlebars. They were fashioned out of the legs of an office chair. Never throw anything away!

Pressed by time, Cyril could have easily just slapped in place the salvaged Sportster motor. Instead he thought it would be fun to mount a pair of front heads for that XR look. Special cams had to be custom ground, which was nothing in comparison to grinding and filling the engine case and relocating the lifter blocks that no longer lined up. While waiting for the bike to return from the painter, Cyril went to town on the engine with a cordless drill, creating a freehanded pattern of various-sized dimples on the cases and rocker covers.

Cyril and his custom motorcycle show us what happens when you listen to your mechanical muse, channel your talent and make good use of what other people may discard.

When he isn't busy working for his customers, Cyril collects early Ford hot rods and spends the rest of his free time racing vintage 750cc Harley-Davidson WLA bikes and Indians with a group of friends who call themselves the "Rock N' Racer Team." Today, Cyril's motorcycle shop and business have grown considerably but one thing hasn't changed: he still sleeps there, although now it's in a real bed. Cyril's moving up.

—Ben L.

Owner: Cyril Gautier
City: Dachstein, France
GENERAL
Fabrication: Cyril Gautier
Year and make: 2007 Cyril Gautier
Model: Special Construction
Assembly: Cyril Gautier
Time: 3 weeks
Chroming: Alsace Chromage
ENGINE
Year: 1988
Model: Sportster
Rebuilder: Cyril Gautier/A.O.R.
Ignition: points
Displacement: 883
Lower end: factory
Balancing: stock
Pistons: stock
Cases: modified
Cam: custom grind
Lifters: stock
Carb(s): dual Amal Norton Comando
Air cleaner: Norton stacks
Pipes: Cyril Gautier/A.O.R.
TRANSMISSION
Year: 1998
Modifications: none
Shifting: jockey
PAINTING
Painter: DJoce
Color: black/gold leaf
FRAME
Year: 2007
Builder: Cyril Gautier/A.O.R.
Type: rigid
Rake: severe
Stretch: short
Shocks: none
Other frame alterations: plenty
ACCESSORIES
Bars: office chair
Handlebar controls: moped lever
Fender(s): Chica
Headlight: 4-inch Headwinds
Taillight: vintage car
Speedometer: none
Foot pegs: rear sets
Electrics: Cyril Gautier/A.O.R.
Gas tank: Cyril Gautier/A.O.R.
Oil system: modified
Primary cover: stock
Seat: Cyril Gautier
Mirrors: none
FORKS
Type: modified Harley-Davidson Springer
Extension: 5 inches under
Builder: Cyril Gautier
WHEELS
Size: 16-inch
Hub: modified Harley-Davidson
Tire: Chinko 5 x 16
Brake: Brembo rear
Photos: Michael Lichter

The Perfect Day Bag!

{ NEW DAILY TOUR BAG }

Works great on Tour-Pak racks or Backrests with or without Luggage Rack!

The Industries BEST Day Bag!
The Daily Tour Bag provides just enough room for items needed on a full day or overnight journey. The semi-rigid bag holds its shape empty or full and mounts about anywhere on the back of your bike. Included extras are Shoulder Straps, Adjustable Universal Straps, "Y" Strap & Rain Cover. *External Bag Dimensions: 12" Long, 10" High, 15" Wide.*
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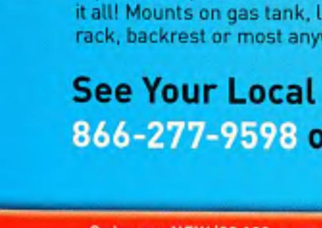

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PartsBox

Savings on CFL 140 frame kits

West Coast Choppers is now offering a CFL 140 chassis as a complete kit. The CFL 140 comes with 35 degrees of rake, but no stretch or rise. It also features fork stops, a webbed battery tray, a polished WCC oil bag, a neck badge, polished rear axle covers and a mounted raw seat pan and rear fender of your choice. You also get a mounted Frisco-style tank and raw top motor mount, all for $2,850.

Call 562-983-6666 or go to their Web site at www.westcoastchoppers.com.

Extended FL bags

These sleek yet aggressive Extended FL hard bags will change the personality of any touring bike. They are fabricated from high-quality fiberglass. Durable and user-friendly, they also provide more storage space than stock units. You only have to provide your original lids, latches and lid mounting hardware. Bags can be ordered with dual, single or no exhaust cut outs. Trask Extended FL bags are supplied in a gelcoat finish and are ready for prep and paint.

Call 623-879-8488 or visit them online at www.TurboYourHarley.com.

Rocker box covers for Twin Cams

Drag Specialties now carries NYC Choppers rocker box covers for Harley-Davidson Twin Cam applications. Made from polished billet aluminum, the covers are available in Smooth (P/N 0940-0671) or Knuckle (P/N 0940-0672) and are sold in pairs for $783.95 retail.

Talk to your Drag Specialties dealer or go to www.dragspecialties.com.

The Teardrop air cleaner for '08 baggers

S&S Teardrop air cleaners are now available for '08 Harley-Davidson touring models. This new unit bolts directly to the stock EFI throttle body, providing increased airflow for more power, according to the manufacturer.

S&S says that the air cleaner kit will not cause any tuning problems because the stock closed-loop fuel injection system can easily accommodate the additional fuel requirements—as well as a set of S&S SPO slip-on mufflers for instance. This new Teardrop air cleaner (P/N 106-2091) retails for $239.95.

Call 608-627-1497 or go to the S&S Cycle Web site at www.sscycle.com.

Bullet 4-inch spotlight

Light your way in style with this new 4-inch spotlight from Drag Specialties. The sleek bullet shape features a deep-dish trim ring and the spotlight features a chrome-plated steel shell. The spotlight installs just like an OEM unit using a stud mount. It features high- and low-beam settings and comes with an H4 55/60W bulb. Each spotlight (P/N 2001-0279) is sold separately for $59.95 retail and is ECE approved.

Talk to your Drag Specialties dealer or go to www.dragspecialties.com.

Black is always in style

These Pro-One blacked-out forged billet aluminum one-piece rims are available in a wide variety of diameters from 16 to 23 inches and widths from 2.15 inches to 10.5 inches. They come complete with appropriate hub, bearings and mounting hardware. They can be ordered in black anodized with or without machined highlights, chrome-plated, fully polished or black anodized with mill-cut highlights. Wheel pricing starts at $699.95.

Call 800-884-4173 for information or visit www.pro-one.com.

ProLite fender lighting

Mercury Customs' ProLite motorcycle lighting system uses a series of LED lights that provide a running/brake/turn solution that adds a custom touch to all wide tire bikes.

ProLite LED taillights are only 3/8-inch thick and are sealed, vibration-proof and waterproof. They are available in four sizes to fit bikes using 200, 240, 250, 280 and 300 tires. Pricing begins at $395.

Call them at 949-453-9300 or go to the Mercury Customs Web site at www.mercurycustoms.com.

Feuling oil systems for Twin Cams

Feuling oiling systems include a billet high-volume oil pump, hard-anodized billet camplate, HP plus hydraulic roller lifters and gasket kit. The kit is designed to increase oil pressure, oil volume, engine oil flow and return oil scavenging, eliminating wet sumping. The Feuling system generates cooler oil and engine temperatures, resulting in a quieter more powerful engine, according to the manufacturer.

Call your Drag Specialties dealer for applications and pricing or go to www.dragspecialties.com.

Detroit Bros. bars and custom risers

Detroit Bros. offers these 1-inch Beach Comber handlebars (below), originally designed for the Green Demon bike created for Discovery Channel's *Biker Build-Off.* They measure 36 inches from tip to tip and have a total pullback of about 3 1/2 inches. They feature 1-inch integrated risers, so they are ready to go.

You can also get a pair of nifty risers for your existing bars with these Detroit Bros. Low Boy risers. They're milled from aluminum and are available as shown or with optional stainless steel lift posts.

Call 866-DET-BROS for info or go to www.detroitbros.com.

Plug-and-ride LED clusters

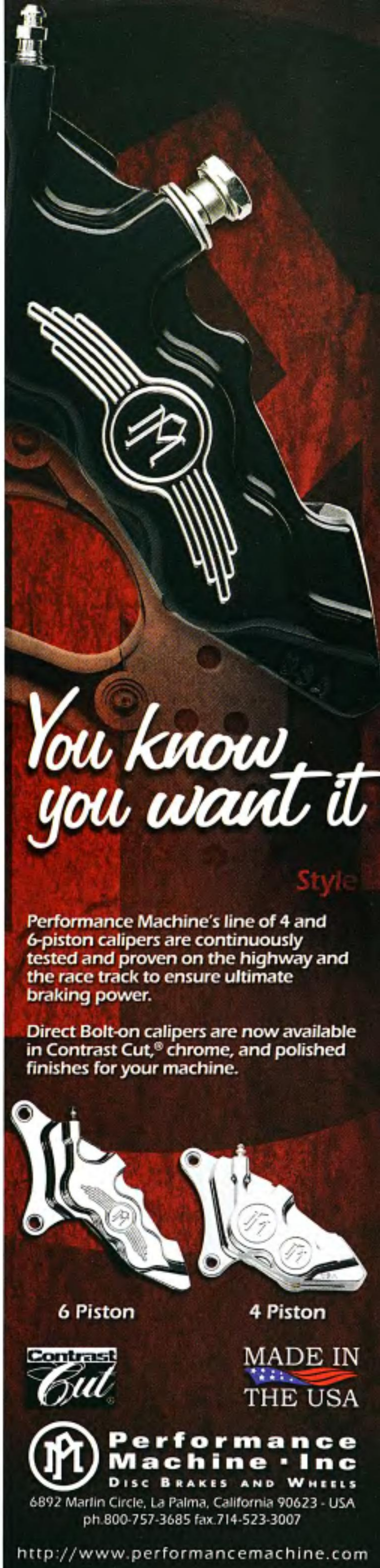
Manufactured by No Magic Neon and distributed exclusively by Custom Dynamics, the Street Magic LED turn signal clusters are plug-and-play on all Harley-Davidson models. Each cluster contains 48 Genesis LEDs and is backed by a lifetime warranty. Clusters are priced at $64.95.

Go to www.customdynamics.com or call Custom Dynamics 800-382-1388 for more information.

Copperhead Trailers

Copperhead customized trailers feature an independent suspension system and large wheels. You can also add an electric braking system, trailer break-away kit, spare tire assembly, and LED lighting. The trailers' central steel beam design adds stability, thereby reducing road sway and adding overall tensile strength, says the manufacturer. Retail prices for the trailers range from $3,800 to $4,900.

Call 304-267-9004 or go to their Web site at www.copperheadtrailers.com for more information.



Contradiction In Terms

Keith McCann's Pro-Street Rigid

A radical pro-street rigid? It may seem like a contradiction in terms, but it definitely earns a stamp of approval. This bike launched out of the mind of Keith McCann, general manager for Martin Bros. Bikes, located in Duncanville, Texas. That would be a good place to be when you've decided to build a personal ride that steps way out of the box.

"It's a long low look—something we've done for a long time based on designs that Joe's drawn up in the past but with a different flair," says Keith, explaining his idea behind fabricating this bike. At the Martin

Bros. shop, flair comes in huge containers. They are well-known for their too-pretty-to-paint bare metal bodywork, as well as their polychromatic color schemes, both of which are showcased in this bike. Keith has named it "JAM" in homage to his brother Jason Alexander McCann.

The bike started, like many of the Martin Bros. one-off's with a clean, flowing frame matched to a seamless springer front end set at an aggressive 50-degree rake. Keith massaged the fab work while Joe Martin dressed it with one of his high visual impact paintjobs for which he is well-known. "I usually build one bike a year for myself, all under the watchful eye of Joe Martin of course," says Keith. "In this case, I was looking for something with a lot of color in it. I really dig abstract paintjobs—colors like greens and purples, set over a silver base. As far as the components go, it's a mix of a lot of the styles I personally liked, for example, the low, wide bars, the springer front end and a super low seat."

Having lots of positive experience with S&S powerplants, he opted for a tried-and-true 113 incher and gave it a show polish to complement the stellar paint scheme. As for the exhaust, the pipes are one-off, bent to complement the lines of the bike, something they do with each of their builds.

Asked about his first ride impressions and if there was a learning curve, Keith says, "Man, that style of bike is an easy ride. You might expect something different but they're well balanced and go down the road real nice."

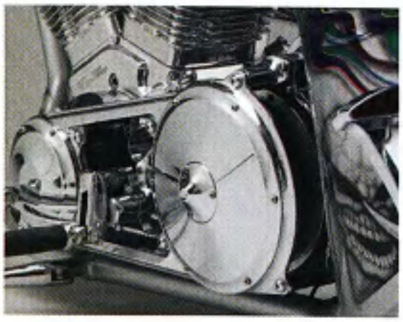
While the rigid was debuted at the annual Austin Bike Show, it's traveled to

San Antonio, Laughlin, Atlantic City, and a bunch of other events. "Public reaction has been outstanding," says Keith. "The color contrasts Joe conjured up gets quite a reaction." Speaking of contrasts, this mix of super radical with slammed rigid makes for a serious conversation topic both at bike shows and on the street.

Recently. Keith's been kept busy with the opening of Martin Bros.' second location in Dallas. "Joe's already painted up the walls real nice," says Keith. "He's been airbrushing for about a week." The new place will focus on Martin Bros. bike manufacturing and will also feature a retail store, while their original location will continue to handle their wheel and exhaust system manufacturing.

In the meantime, Keith has found a few minutes to start a new bike project, so the bike seen here might be available to a new home, in Texas or otherwise.

—Paul Garson



Owner: Keith McCann
City: Dallas, Texas

GENERAL

Designer: Martin Bros.
Fabrication: Keith McCann/Martin Bros.
Year and make: 2006 Special Construction
Model: pro-street rigid
Assembly: Keith McCann
Time: 5 months
Chroming: Martin Bros.

ENGINE

Year: 2006
Model: S&S/polished
Rebuilder: MC Advantages
Ignition: Spyke
Displacement: 113 cubic inches
Lower end: S&S
Balancing: S&S
Pistons: S&S
Heads: S&S
Cam: S&S
Lifters: S&S
Carb(s): S&S
Air cleaner: Redneck Engineering
Pipes: Martin Bros.
Transmission: 2006 RSD
Modifications: Prowler
Shifting: foot

PAINTING

Painter: Joe Martin
Color/type: silver/green/purple
Special paint: candy flake

FRAME

Year: 2006
Builder: Martin Bros.
Type: hardtail
Rake: 50 degrees
Stretch: 6 inches
Shocks: none

ACCESSORIES

Bars: Martin Bros.
Handlebar controls: Joker Machine
Fenders: RWD/Martin Bros.
Headlight: Headwinds
Taillight: Pro-One
Pegs: Performance Machine
Electrics: Keith McCann
Oil tank: Martin Bros.
Oil system: Pro-One
Seat: Craig Ward
Grips: Performance Machine

FORKS

Type: springer
Extension: stock length
Builder: Redneck Engineering

WHEELS

Size: 21 inches front; 18 inches rear
Wheel: Xtreme Machine
Tire: Metzeler
Brake: Performance Machine
Photographer: Michael Lichter
Contact: Martin Bros.;
214-991-1052;
www.martinbrosbikes.com

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Talking Tech

ON TOP OF OL' SMOKEY

I have a 1995 Evo that smokes at idle. The compression is 125 on both cylinders. It smokes when riding and it puffs out more smoke when I shift gears. It only has 17,000 miles on it. Any ideas on what may be wrong with it?

John Norris
South Carolina

Unless you're using low-viscosity oil for some reason, it sounds like you need a top-end job. That's unusual for an Evo with that kind of mileage, but sounds like a possibility. The only other explanation I can come up with is that gasoline leaked past the inlet valve in your carb and into the crankcases.

To check for that, just take the cap off the oil tank and smell inside. If there is enough gas in the oil to matter, you will smell it. You will also notice the oil being very thin when it drips off the dipstick. If that's the case, drain the oil, put a couple quarts of cheap 30-wt. oil in the tank, remove the spark plugs and ground them against something, and spin the engine over long enough to circulate the oil.

Then remove the oil return line from the oil tank, point it into a drain pan and spin the engine over to evacuate all the contaminated oil. Repeat as needed until the oil coming out has the same color and consistency it did when you put it in. Finish by recharging the battery if it needs it, replacing the return line, installing a new oil filter and adding 3-1/2 quarts of fresh 20W50 in the brand of your choice.

Check the oil level after 50 miles of riding and top off as needed. With luck, you will be good to go. Replacing the inlet valve wouldn't be a bad idea, along with closing the gasoline petcock/valve when you park, especially in direct sunlight on a hot day. You might want to leave yourself a reminder to turn the gas back on so the bike doesn't stall at a bad time and get you in trouble. A buddy made a tiny sign with a label maker that says, "Turn the gas on, stupid!" and put it on his handlebar clamp. If there's no gas in your oil, take the bike out, warm it up and run it hard through the gears.

Occasionally, that will reseat the rings and cure the smoking. I've never been that lucky, but it's worth a try. [John wrote back to say that gasoline had contaminated his oil enough to make it flow like black water, and promised to start using his petcock religiously.]

DINO OIL

Good luck with this one! I have an '05 Springer Softail, fuel-injected, fairly stock. The only modifications are a Hypercharger and D&D drag pipes. On my '06 trip to Sturgis, which is about 3,000 miles, round trip, I noted an insignificant amount of oil usage, about the same as the friends I ride with had. A small amount of oil carry-over at the Hypercharger suggested I might be overfilling the oil bag, so I ran the bag with less oil, correcting the problem.

The following summer on shorter trips, 300 miles or less, I needed to add a little oil but didn't really keep track that well. However, on our yearly trip to Sturgis, I consistently used approximately 26 oz. of oil in 1,000 miles. The dealer told me anything less than a quart in 1,000 miles is normal. One other thing to be noted, I have an aftermarket dipstick with the temp gauge which reads differently from the original dipstick. Is it possible that I could be overfilling the bag again and still getting some carry-over?

Also, the front exhaust pipe appears to be significantly blacker than the rear. On our long trips in the heat of the summer, with the temperature 90 to 100 degrees, we run at 80 to 90 mph. The bike has always had regularly scheduled maintenance and gotten synthetic oil. Do you think I need a tear-down?

Larry M.
Minnesota

I agree with your dealer that using that much oil at 85 to 90 mph on a hot day isn't unusual, but it's not necessarily a situation that can't be made better. You didn't mention enrichening your EFI to cover the additional air that the Hypercharger and D&D pipes are moving through your engine, so it's more than possible that a lean fuel mixture is increasing oil consumption by making your engine overheat. I would add a piggyback module such as the RevTech DFO or S&S EZFI. Adjust the fuel mixture according to the instructions focusing on how the engine behaves under different conditions, instead of the spark plugs. Another thing I'd recommend, and this is between you and me because it screams obscenities directly in the face of prevailing wisdom, is to try a namebrand 50wt dinosaur oil for your Sturgis trip and similar riding conditions.

The 20W50 multi-viscosity synthetic would be preferred for almost any other conditions, but the straight 50 is worth a try for those high-speed, high-temp blasts across I-90. Since oil consumption has increased so dramatically, I doubt your new dipstick is the problem. Alas, it is possible that your engine was damaged by a lean mixture or something else, but get a mechanic that you have complete faith in to do a leakdown test on it and explain the results before you take it apart. That will tell you if the engine is sick and, if so, whether the problem is in the rings or the valves and guides. Thanks for giving me the opportunity to agitate the armchair engineers and trivia freaks by recommending dinosaur oil.

WIRED

I am completing my first wiring job. I don't know whether to use a circuit breaker or a fuse and wondered if you could help me.

Kenny Ohms
Georgia

The advantage of breakers is that they reset after you fix the problem that tripped them. A fuse just burns through, meaning that you have to carry spares along in case a replacement is needed. The only bad thing about conventional automotive-type breakers is that they do fail and can be tough to pinpoint when you're troubleshooting an electrical problem, especially if it's intermittent. Aircraft-style toggle breakers, which look like a plain old toggle switch, are a nice alternative. When an overload trips them, the toggle flips—an obvious giveaway. After you find and fix the cause, just reset the toggle and carry on. If you decide to go the fuse route, bear in mind that blade-type automotive fuses are more durable than the old glass-bodied variety.

—Tom Johnson

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

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Your bros at *Easyriders* and J&P Cycles wanted to do something special for our 9th Annual Custom Bike Giveaway. That's why we came up with the idea of building you a motorcycle in tribute to the late *Easyriders* biker lifestyle artist, David Mann. We're creating a modern day version of the *Ghostrider* bike, as seen in David's famous painting. It's a bike you can win! Just watch for the J&P Cycles Custom Bike Giveaway ad starting next month right here in *Easyriders* to enter. *—Phantom Dave*

Bikers Rights Machine

Unstoppable

I don't believe we can ever be stopped, but we can, at times, get slowed down. I will draw from my history while growing up in North Dakota for an analogy. My early days are filled with western adventures and cowboy stories, and I especially liked the romance of the gunfight. It was said that friends should never get into a gunfight with friends, only with their enemies because when friends fire on each other, at best they both miss, but lose some of their steam and influence in the process. Worse, is the case where one or both of them shoot each other and they, along with many others associated with them, lose. Sides get chosen and new enemies and distractions emerge.

As I travel around the country, I see a growing trend within our movement. I see friends drawing and shooting at friends and taking their eyes and focus off the enemy. We need to take a look at whom and when we are drawing our guns. We're unstoppable when drawing and firing all together on the enemy; we are less so when bikers end up firing at other bikers.

There's another thing that perplexes me in my daily work on motorcyclists' rights. All the national motorcycle organizations, including MRF, the AMA and NCOM, have government relations departments, a legislative task force, legislative teams and, in some cases, more than one of these. The MRF has nearly 100 years of legislative and lobbying experience. Our Board of Directors has over 300 years of combined experience, and when we draw up our legislative agenda for the coming year, we involve our SMRO partners at MOTM at the Legislative Strategy sessions which likely brings in another 1,000 or so years of experience in this area.

Each of our SMRO partners also have legislative and government relations teams that have several hundred years of experience. With all the heavy horsepower in this area, I am amazed that, as a movement, we sometimes spend energy on statements and positions that aren't coming from our own experienced organizations. It's like shooting at each other, instead of uniting and shooting at the enemy.

Here's the bottom line: I know, as do you, the power and influence we wield when we stick to what we do. We can be, and, in fact, have shown repeatedly that we are unstoppable. To always be that unstoppable force, we must refrain from drawing and shooting at each other and from being distracted by issues coming from outside our organizations.

—Kirk "Hardtail" Willard, MRF President

In Memorium

"Sam" Morgan Rides On

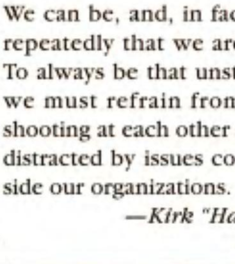


Photo: Rodent

On April 24, 2008, Samantha Morgan, also known as Sam Morgan Storm, passed away at her farm in West Palm Beach, Florida, due to complications from the numerous injuries she had sustained in her long, illustrious career as a motorcycle stunt rider

CONTINUED ON NEXT PAGE

***Sam Morgan Rides On** Continued*

with the Wall of Death. She was 53.

Sam was one of the pioneers of modern motorcycling women. She loved the excitement, the travel, the people and the worlds her famous Indian motorcycles carried her to, all within that "Thrill Arena." She will be deeply missed by so many. Ride forever Sam.

—Catherine "Katmandu" Palmer

Coast To Coast

Biker News

TODAY'S MOTORCYCLE OWNERS HAPPIER: Overall satisfaction with the motorcycle ownership experience has increased in the past five years, according to the J.D. Power and Associates 2007 Motorcycle Competitive Information Study released today.

The study finds that improvements made in product satisfaction and dealership service have helped drive the increase in overall ownership satisfaction across the industry. Service, build quality and product/performance primarily drive the overall motorcycle ownership experience.

Overall satisfaction with the cost of ownership has increased among motorcycle owners for a second consecutive year, with owners being most satisfied with the initial price and resale value of their bikes. Satisfaction with maintenance/repair costs, cost of accessories and insurance has also increased.

Motorcycle owners are strong advocates of their brand and dealer, as 68% "definitely will" recommend their brand and 56% will recommend the dealer from which they purchased their motorcycle, as opposed to only 35% of car owners.

Now in its 10th year, the study measures owner satisfaction with new motorcycles by examining five major components of the overall ownership experience: product; quality; cost of ownership; sales; and service. The 2007 Motorcycle Competitive Information Study includes responses from 8,796 owners who purchased new on-road motorcycles between September 2006 and May 2007.

OVERSEAS CYCLE SALES SURGE: The European PTW (Powered Two-Wheelers) motorcycle market is still flourishing. After breaking the 2 million unit threshold in 2005, it touched the 2.5 million unit landmark at the end of 2007. Last year the PTW market grew by a remarkable 10.1%.

According to figures transmitted by the ACEM statistical correspondents, the trend of the 50cc segment (mopeds and scooters) is now positively oriented after 10 consecutive years of decline and the volume approaches one million units. For 2007, the registrations of motorcycles over 50cc recorded the 5th consecutive positive year with plus 3% and 1.5 million units.

Since 2002, when the PTW registrations reached their lowest point (1,873.822 units), the market has recovered steadily and, in 2007, it reached 2.5 million vehicles, with a plus 32% increase over the past five years.

The current fleet of PTWs in Europe amounts to approximately 30,000,000 vehicles. Over the last few years, EU market trends clearly show that motorcycles answer the mobility needs of an increasingly higher share of the European population.

PUSH HELMET LAWS, LOSE YOUR JOB! The former executive director of the Louisiana Safety Commission, who has pushed helmet laws throughout three gubernatorial administrations, said he was fired because he disagrees with now-Governor Bobby Jindal's efforts to re-repeal their state's helmet mandate for adult riders.

Louisiana State Police Colonel James Champagne, who has held his post for

12 years throughout their on-again-off-again helmet law, was abruptly terminated March 25, saying his dismissal followed a meeting with the governor's chief of staff because "I refused to compromise my views on the helmet issue."

Champagne testified in committee against Jindal's former boss and mentor ex-Governor Mike "Big Daddy" Foster's successful push to abolish the state's helmet law back in 1999, and then testified in favor of outgoing Governor Kathleen Blanco's successful drive to restore the helmet law in 2004. Foster once hinted publicly that Champagne's position on motorcycle helmets could cost him his job.

Enter newly-elected Gov. Jindal, who favors repeal of the mandatory helmet law as a freedom of choice issue and looks to fulfill one of his few specific campaign promises. At least two bills are pending in the Legislature that would repeal the helmet requirements for adults.

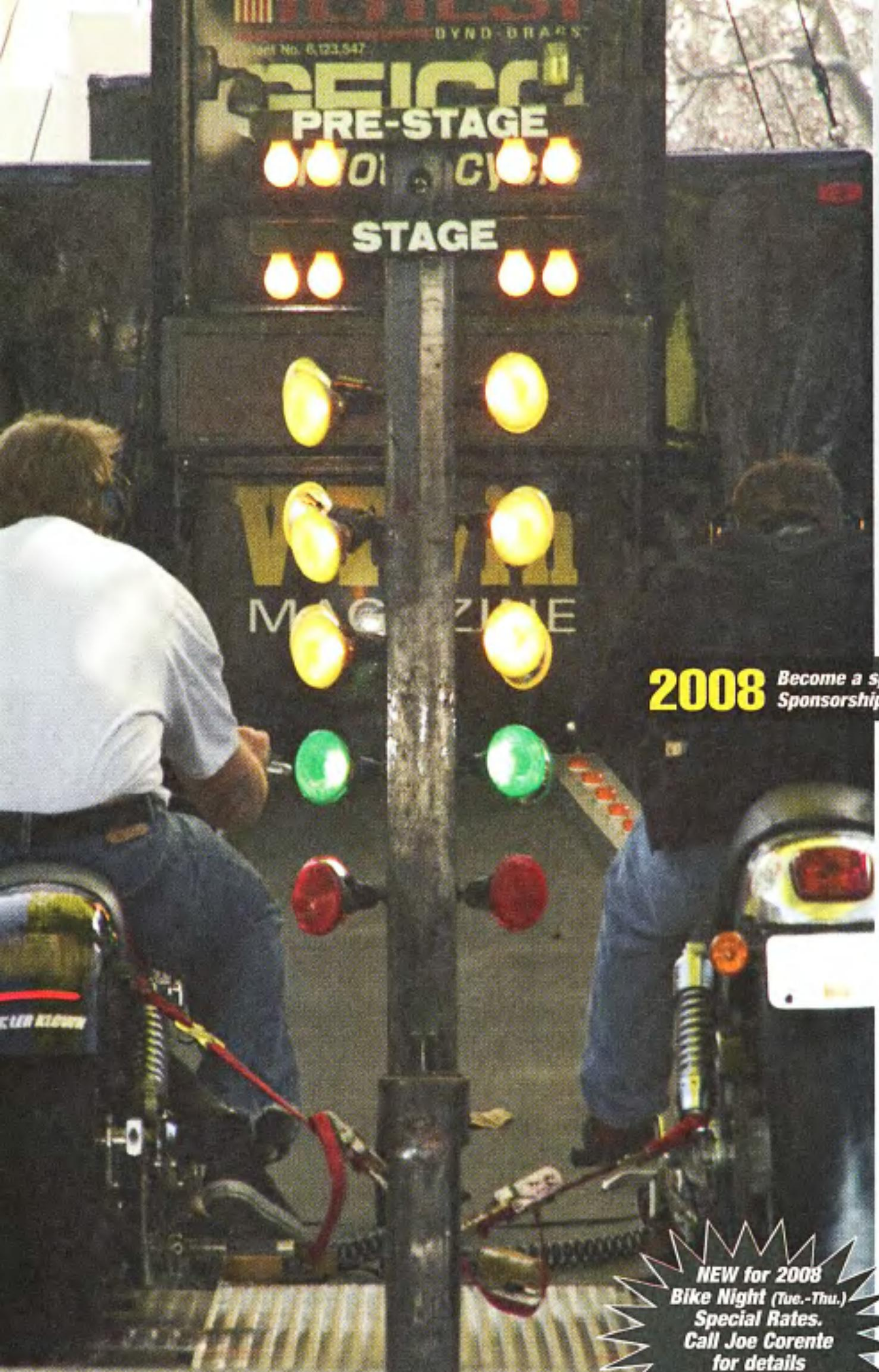
Jindal replaced Champagne with the former head of Big Daddy's security detail during his terms as governor—26-year veteran of the State Police Col. John LeBlanc, who has said that he will not take a position in the Legislature on the helmet issue.

In 2004, the state had 80 motorcycle fatalities. Despite the helmet requirement, that figure rose to 95 in 2006, when Louisiana ranked No. 3 in the highest number of motorcycle death rates per 10,000 registered motorcycles, with a death rate of 15.5 per 10,000 registered motorcycles. This is more than double the national rate (nationally, in 2006, 7.3 motorcyclists were killed for every 10,000 registered motorcycles on the road). Neighboring Mississippi, which also has a helmet law, ranked No. 1 in the NHTSA data with 20 riders killed per 100,000 bikes.

The report also noted that nationwide in 2006 just 1 in 2 riders wore a helmet, but 42% of motorcyclists killed in crashes between 2002 and 2006 were not wearing helmets.

UNFAMILIAR BIKES CAN INVITE PROBLEMS: Experienced riders drastically increase their chances of crashing simply by riding a different motorcycle, an insurance study has found.

CONTINUED ON PAGE 30



TERESI DYNO-DRAGS™

Patent No. 6,123,547 & No. 6,505,503

TERESI DYNO-DRAGS takes "inter-active" to a new level by allowing motorcycle enthusiasts to compete head-to-head with their own bikes under real racing conditions.

Utilizing a pair of motorcycle dynos, Christmas tree starting lights and a computerized timing system, riders can test their racing skills and find out how fast their bikes really are — all in the safety of a stationary environment.

Once "staged," the rider is looking down the simulated track, complete with an electronic scoreboard that displays top speed and elapsed time for each lane. With engines revving, the green light flashes and the riders accelerate their bikes — side-by-side — through the 1/4-mile stretch, just like at a real drag strip. And since every "run" is also a dyno-pull, the Teresi Dyno-Drags provides a printout of horsepower for each competitor.

The Teresi Dyno-Drags is a self-contained, mobile interactive attraction that can be set-up most anywhere — indoor stadium or outdoor parking lot — regardless of weather conditions.

With appearances planned at over 40 events per year for some 120+ days of operation, the Teresi Dyno-Drags will be coming to an event near you this year!

2008 ***Become a sponsor and reach over 3 million potential customers. Sponsorship Information call: Joe Corente 818-416-7320***

Jan 4-6	5th Annual Dyno-Drags Nationals- Pomona, CA
Jan 11-13	Available
Jan 18-20	Available
Jan 25-27	Available
Feb 1-3	V-Twin Expo - Cincinnati, OH
Feb 8-10	Available
Feb 15-17	Available
Feb 23	Arrowhead Harley-Davidson - Peoria, AZ
Feb 24	Tucson Harley-Davidson - Tucson, AZ
Feb 29-Mar 9	Bike Week - Daytona Beach, FL
Mar 14-16	RGV Harley-Davidson - McAllen, TX
Mar 22-23	Hilton Head Motorsports - Bluffton, SC
Mar 29	Great South Harley-Davidson - Newman, GA
Apr 5	Mt. Cheaha Harley-Davidson - Oxford, AL
Apr 12	Renegade Harley-Davidson - Alexandria, LA
Apr 19	Harley-Davidson of Louisville- Louisville, KY
Apr 24-27	River Run (Pioneer Hotel) - Laughlin, NV
May 2-4	Roseville Cycle Center - Roseville, CA
May 9-11	Augusta Harley-Davidson - Augusta, GA
May 14-18	Bike Week - Myrtle Beach, SC at the HB Spokes Saloon
May 23-25	Party at the Pines - Longview, TX (Gregg County Fairgrounds)
May 31	Fink's Harley-Davidson - Zanesville, OH
June 5-7	TN State HOG Rally, Knoxville, TN
June 13-15	Avaliable
June 21	Harley-Davidson of Louisville - Louisville, KY
June 27-29	S&S 50th Anniversary Party - LaCrosse, WI
July 5-7	Smokey Mountain H-D - Marysville, TN
July 11-13	Boston Harley-Davidson - Everett, MA
July 15	Motorcycle Night - Lowell, MA
July 18-20	Bike Time - Muskegon, MI
July 25-27	Carlisle Bikefest - Carlisle, PA
Aug 2	Charlie's Harley-Davidson - Huntington, WA
Aug 8-10	Full Throttle Saloon - Sturgis, SD
Aug 14	Phelps County Fairgrounds - Rolla, MO
Aug 16	Pigtrail Harley-Davidson - Rogers, AR
Aug 22-24	Liberty, Harley-Davidson - Boston Hts, OH
Aug 27-29	Hal's Harley-Davidson - New Berlin, WI
Aug 30	RT 43 Harley-Davidson - Sheboygan, WI
Sept 5-7	Loess Hills Rally - Council Bluff, IA
Sept 13	High Country H-D - Frederick, CO
Sept 20	Birds of Prey Harley-Davidson - Caldwell, ID
Sept 26-28	Reno Harley-Davidson - Reno, NV
Oct 3-5	Harley-Davidson - Cartersville, GA
Oct 10-12	Available
Oct 16-19	Biketoberfest - Daytona Beach, FL
Oct 25	Harley-Davidson - Shreveport, LA
Oct 31-Nov 2	Available
Nov 8	Stone Mountain Harley-Davidson - Lilburn, GA
Nov 14-16	Available
Nov 21-23	Available
Nov 28-30	Available
Dec 5-7	Available
Dec 12-14	Available
Dec 19-21	Available
Dec 25	Merry Christmas

NEW for 2008
Bike Night (Tue.-Thu.)
Special Rates.
Call Joe Corente for details
818-416-7320

2009 6TH ANNUAL DYNO-DRAGS NATIONALS

Anyone racing in the 2008 year will qualify for the 2009 Dyno-Drags Nationals. Cash Prizes ★ Trophy Winners will be featured in V-Twin Magazine. $10,000 purse. Even last place will get $1,000!

GEICO Motorcycle · V-Twin Motorcycles · S&S · Bros Club · Pegasus Fuel Injection

2008 SCHEDULE

Biker News CONTINUED

Even experienced riders can be pretty wobbly when they hop on an unfamiliar bike, according to data from the country's largest motorcycle insurer, Progressive, which conducted a study of almost 2 million motorcycle policies over a five-year period and found that riders who switch bikes are nearly 70%t more likely to crash than riders who keep the same bike.

"Most people already know that riding can be especially dangerous for new bikers," said Rick Stern, a Progressive motorcycle product manager who is also a rider. "But our data shows that the less familiar you are with your bike, the more likely you are to be involved in a collision, regardless of your experience."

The study also found cruiser riders who switch to sportbikes are three-and-a-half times more likely to crash. That's more than double the risk they'd have than if they just switched to another cruiser.

Sportbikers, on the other hand, can reduce their risk by more than a third just by switching to a cruiser, according to Progressive's research.

"We want experienced riders to know their risks so they can take extra precautions when they replace their bikes," said Stern. "It's a good idea for riders to take their new motorcycle out for a couple of shake down cruises in a parking lot before hitting the open road."

Even people who have been riding for years can benefit from practicing the basics on their new bike, Stern said, including low-speed riding, turning, shifting and swerving, and higher-speed panic stopping.

WEIRD NEWS: ANGRY BIKES CAN SAVE LIVES: Honda Motor Company scientists studying the way the brain reacts to different imagery found that motorcycles that resemble a human face—especially an angry one with diagonal headlights and abbreviated nose—are significantly more visible to other drivers.

Measurements taken with functional magnetic resonance imaging confirm that a more lifelike front end design "elicits a response similar to that when a human face is seen," suggesting that other drivers are quicker to recognize the motorcycle's presence and react.

"The human brain," Honda's 2005 study explains, "exhibits a strong response to facial patterns, especially to the eyes and mouth." The observation led to the extrapolation that human-looking bikes are more quickly recognized by motorists, making them more easily avoided.

Major manufacturers such as Suzuki, Kawasaki, Honda, Yamaha, Buell, Triumph and Ducati all feature 2008 sportbikes fitted with menacing cat's eye headlights, and according to Money.CNN.com the new Honda DN-01 deliberately incorporates a human look into its front view.

With motorcycle use worldwide near an all-time high, "conspicuity enhancement" as researchers call it, can help promote awareness and avoidance of motorcycles sharing the road.

—Bill Bish, NCOM

Photo: Found on the web.

I mean seriously, would you quit drinking?

Hall Of Fame

Ron Shepard

Ron Shepard, state coordinator for the Idaho STAR motorcycle safety program, died suddenly of heart failure at home on February 20, 2008. It's difficult to list all of the things Ron did for motorcycling and motorcyclists in this short space.

His life was motorcycling, locally and nationally. Ron believed in the in the motorcyclists' rights movement. It was bikers, for the most part, who made rider education happen. Ron was supported by the SMRO's in his home state, ICMS, ABATE of North Idaho, and ABATE of Idaho. Ron worked nationally with the MRF in getting federal funding to the state motorcycle safety programs. The 2010 money has his fingerprints all over it. Ron participated in MRF seminars. From 2002 to 2004, he was chairman of the National Association Safety Administration (SMSA), which he helped organize. Ron was with the Motorcycle Safety Foundation from 1974. In 1996, he and his wife, Beth, came to Boise in 1996 in order to help implement the rider education program for Idaho, all the while training others and organizing training programs.

Ron was one of those people without whom motorcycle safety would not be as good as it is today. Thousands have been trained by Ron and multi-thousands more benefited indirectly from his commitment. The motorcycle procession at his funeral included the Patriot Guard Riders, which was a token of the respect held for Ron. Ron was interned in a veterans cemetery with military honors.

—ICMS

Janklow Lawsuit Settled
FEDS HAVE TO PAY

After five years of fighting the Feds, the family of slain motorcyclist Randy Scott, who was killed in a crash involving former South Dakota U.S. Rep. Bill Janklow, has settled for $1 million in a wrongful death lawsuit against the federal government. The family had sued the government for $25 million after the crash in 2003, claiming Janklow was on official business when he ran his Cadillac through a stop sign, hitting Scott's Harley-Davidson in South Dakota. Scott, 55, was killed instantly.

Janklow was convicted in the death and served 100 days in jail in addition to being placed on three years probation. He also resigned his U.S. House seat. Janklow is a former four-time South Dakota governor and former state attorney general. He was very powerful in South Dakota politics before the crash.

Scott, of Minnesota, was vacationing in South Dakota with a friend when the crash occurred. Janklow initially claimed he may have blacked out approaching the intersection because he's diabetic and hadn't eaten that day.

This was a source of frustration within the motorcycle community, as it involved not only the death of one of our own, but it also involved Bill Janklow who, for years, sponsored bills and voted positively on the side of motorcyclists and the issues surrounding them.

This is, no doubt, a tragic event with winners and losers on both sides. However, our thoughts and prayers continue to be with the Scott family.

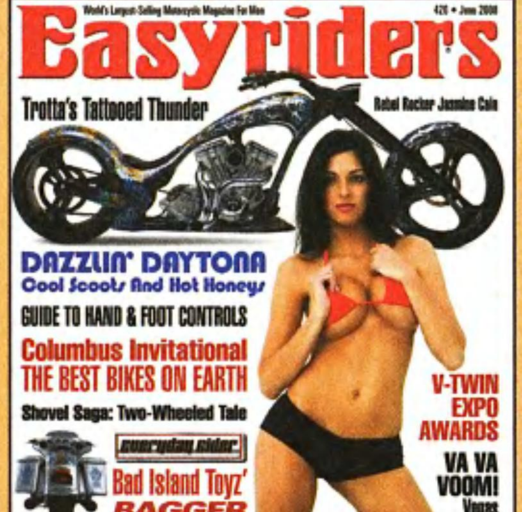
—Kit Maira
Source: www.amadirectlink.com.

Events & Attractions
HARLEY MUSEUM

Housing nearly 105 years of history, the Harley-Davidson Museum, located at the intersection of 6th and Canal Streets in Milwaukee's Menomonee Valley, will open its doors to the public on Saturday, July 12. Grand Opening festivities will kick off with a ceremony at 10 a.m. and will continue throughout the weekend. The Harley-Davidson Museum will be open 364 days a year.

—Hawg Dawg

FREE MAGAZINE



Just ask for it

and you've got it—Make a purchase of $50 or more and ask for your FREE copy of *Easyriders* from any of the bike shops listed here. Remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

To get your shop listed here call Angela at:
800-572-1386
ext.1300

ALABAMA
Biker Shack 411, LLC
8666 US Hwy 411 - Centre
256-475-3384

Biker Heaven
11257 Hwy 101 - Lexington
877-487-9985

CALIFORNIA
Bartels' H-D
4141 Lincoln Blvd
Marina del Rey
310-823-1112

San Diego H-D
5600 Kearny Mesa Rd.
San Diego
858-614-4312

Temecula Valley Choppers
28860 Old Town Front St.
Temecula
951-693-5200

COLORADO
Thunder Mountain H-D
4250 Byrd Dr. - Loveland
970-493-3137

FLORIDA
Cycle Lab
1911 S. State Rd. #7
Ft. Lauderdale
954-587-4392

Miller's Custom Parts
1863 S. Ridgewood Ave.
S. Daytona
386-761-0858

ILLINOIS
Heritage Harley
2686 Ogden Rd. - Lisle
630-420-1942

MASSACHUSETTS
Shovelhead's Motorcycle Parts & Services
104 Richards Av. - N. Attleboro
508-695-0111

Dave Frank M/C Sales
81 Bridge St. - Salem
978-744-0125

MICHIGAN
Bubba's Tri-City Cycle
804 S. Huron - Linwood
989-697-5525

NEBRASKA
Butterfield's M/C Parts
8025 Blondo - Omaha
402-391-3768

NEVADA
Sinister Cycles
4300 N. Pecos #19 - Las Vegas
702-639-8657

NEW JERSEY
Kosco H-D
1149 State Route 23
Kinnelon
973-838-8800

NEW YORK
Light House H-D
670 E. Jerico Turnpike
Huntington Station
631-427-0382

NORTH CAROLINA
Big Dog of Greensboro
106 College Rd. - Greensboro
336-292-4262

OHIO
Big Dog of Columbus
611 E. Broad St. - Columbus
614-224-9400

TENNESSEE
Chopper Images & Leather
1613 Donaldson Pkwy - Dover
931-232-9000

Whittaker Motorcycle Sales
5278 Hwy 45 South - Selmer
731-645-9520

TEXAS
Strokers Dallas
9304 Harry Hines Bl. - Dallas
214-357-0707

VIRGINIA
Shenandoah H-D
213 Rolling Thunder Ln
Waynesboro
540-213-7433

WASHINGTON
Ace of Spades
719 N. Tower - Centralia
360-807-6442

WISCONSIN
Mischler's H-D & BMW LLC
N. 8131 Kellom Rd - Beaver Dam
920-887-8425

Happenings

ALASKA
Scooter Tramps MC 8th Annual Motorcycle Rally
Date: Aug. 8-9
Place: Decatur Inn, Sterling Hwy
Info: 907-262-9040

CALIFORNIA
VNVMC/LV 18th Annual Pala Music Festival
Date: Aug. 15-17
Place: Pala
Info: 619-241-6958
www.vnvmc-cai.com

Cycle Show & Swap Meet
Date: Aug. 24
Place: Long Beach Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

Shasta Salute to America
Date: Aug. 28-Sep. 1
Place: Tulelake Fairgrounds
Info: 877-688-4229
www.shastasalute toamerica.com

Takin' It To The Streets Motorcycle Rally
Date: Aug. 29-31
Place: Konocti Harbor Resort, Kelseyville
Info: 800-200-4557
www.road-shows.com

AMA District 36 Western Hey Dey
Date: Aug. 30-Sep. 1
Place: Buck Meadows
Info: 707-793-0251
www.ama-d36.com

COLORADO
100,000 Foot Ride
Date: Aug. 8
Place: Denver
Info: www.colorado beemers.com

24th Annual 1000-IN-24 Endurance Ride
Date: Aug. 16-17
Place: Fay Myers Motorcycle World, Greenwood Village
Info: cofreewheelers.org

Protecting The American Dream Rally
Date: Aug. 23
Place: Kavangh Field, Woodland Park
Info: 719-337-8223
discoverwoodland.com

Four Corners Rallies
Date: Aug. 26-Sep. 1
Place: Southwestern Colorado
Info: www.fourcorners-bikerrally.com
www.fourcornersmotor-cyclerally.com

Sugar Pine Ranch Rally
Date: Aug. 29-Sep. 1
Place: Mancos
Info: www.sugarpine ranchrally.com

CONNECTICUT
8th Annual America's 911 Ride
Date: Aug. 14-18
Place: Fritz's H-D, Stamford
Info: 877-771-0118
americas911ride.org

5th Annual Poker Run
Date: Aug. 17
Place: Northford Acres Fire Dept
Info: 203-484-0929

DELAWARE
14th Annual East Coast Ride
Date: Aug. 16
Place: Freedom Cycle, Newark
Info: 302-378-3701
www.motorcycle accidentvictims.org

FLORIDA
Jim Perno Memorial Ride
Date: Aug. 3
Place: Ft. Myers
Info: 239-699-4835

13th Annual South Florida Tattoo Expo
Date: Aug. 8-10
Place: Deerfield Beach
Info: 954-343-5585:
www.sofltattooexpo.com

Rockin' Rob's 5th Annual Fun Run
Date: Aug. 9
Place: Tampa Bay area
Info: www.livetoride florida.com

HAWAII
Labor Day Run
Date: Aug. 30
Place: Big Island
Info: 808-348-3298
www.koapuna.com

IDAHO
4th Annual Brandon Titus Memorial Ride
Date: Aug. 23
Place: Boise Cycle, Boise
Info: www.brandon titusmemorialride.org

ILLINOIS
Walneck's Swap Meet
Date: Aug. 17
Place: McHenry County Fairgrounds, Woodstock
Info: 630-985-2097
www.walneckswap.com

INDIANA
ABATE State Charity Ride
Date: Aug. 2
Place: Region 4, Lafeyette
Info: 765-426-9412
www.abateonline.org

Five County Run
Date: Aug. 2
Place: Region 1 ABATE
Info: 574-223-8883

Battle of the Bands
Date: Aug. 2
Place: Region 5 ABATE
Info: 765-521-3235
www.abateonline.org

Summer Fest
Date: Aug. 8-9
Place: Elkhart County ABATE
Info: 574-848-5849
www.abateonline.org

Young & Old Event
Date: Aug. 9
Place: Starke County ABATE
Info: 574-772-6842
www.abateonline.org

Bike Show
Date: Aug. 9
Place: Washington County ABATE
Info: 812-620-0138
www.abateonline.org

No Whiners Run
Date: Aug. 10
Place: Miami County ABATE
Info: 765-689-0757
www.abateonline.org

Special Olympics Bike Show
Date: Aug. 16
Place: Jasper/Newton County ABATE
Info: 219-956-4392
www.abateonline.org

DBBNF Ride
Date: Aug. 16
Place: Hendricks County ABATE
Info: 317-852-2643
www.abateonline.org

Kickapoo Kick
Date: Aug. 15-17
Place: Fountain/Warren County ABATE
Info: 765-762-0460
www.abateonline.org

MDA Ride
Date: Aug. 23
Place: Region 2 ABATE
Info: 219-989-0860
www.abateonline.org

Teddy Bear Ride
Date: Aug. 23
Place: Hancock County ABATE
Info: 765-571-0247
www.abateonline.org

5th Annual Wings of Angels Motorcycle Benefit Ride
Date: Aug. 23
Place: Indianapolis Motor Speedway, Indianapolis
Info: 317-536-0250, 866-338-3468
www.ambassadorsfor children.org

Wabash Bash
Date: Aug. 30
Place: Knox County ABATE
Info: 812-886-4656
www.abateonline.org

MDA Ride
Date: Aug. 31
Place: Region 1 ABATE
Info: 574-223-8883
www.abateonline.org

IOWA
Hawgstock M/C Rally
Date: Aug. 21-24
Place: Winterset
Info: 515-203-6457
www.hawgstock.com

Amana Breakfast/ Lunch Ride
Date: Aug. 23
Place: Kum N Go, Boone
Info: 515-460-0080

Thunder In The Sand
Date: Aug. 28-31
Place: Circle of Pride MC, Conesville
Info: 319-726-5322
circleofpridemc.com

KANSAS
ABATE Of Kansas Stae Party Lake Perry Rally
Date: Aug. 29-Sep. 1
Place: Lake Perry
Info: 800-657-5763
www.abateks.org

LOUISIANA
Summerfest
Date: Aug. 1-3
Place: Hog Haven Campground, Ringgold
Info: 318-347-1020
www.hoghaven.net

MAINE
22nd Annual Statewide
Date: Aug. 15-17
Place: N. Newportland
Info: 888-229-9UBM
www.ubm-usa.org

Vintage Motorcycle and Antique Aeroplane Show
Date: Aug. 31
Place: Owl's Head Transportation Museum
Info: 207-594-4418
www.ohtm.org

MARYLAND
One Arm Run
Date: Aug. 2
Place: Mid-Shore Chapter ABATE
Info: www.abate-of-maryland.org

Mid-Atlantic Car, Truck & Bike Show
Date: Aug. 10
Place: Waldorf. Info: 240-299-5147
www.ddcustomseats.com

3rd Annual Rally for RAACE
Date: Aug. 17
Place: Jones Junction, Bel Air
Info: 800-755-KIDS
www.raace.org

MLK Million M/C Motorcade
Date: Aug. 28-Sep. 1
Place: Charles City Fairgrounds, LaPlata
Info: 301-893-2900

Labor Day Party
Date: Aug. 29-31
Place: Mid-Shore Chapter ABATE
Info: www.abate-of-maryland.org

MASSACHUSETTS
17th Annual Wildman's Ride
Date: Aug. 2
Place: MMA Dist 4, Essex County
Info: mma-of-ma.com

Ride For Kids
Date: Aug. 17
Place: WalMart, North Oxford
Info: 800-253-6530
www.ride4kids.org

9th Annual Nelson's Run
Date: Aug. 24
Place: Topsfield Fairgrounds, Topsfield
Info: 978-388-3629
www.nelsonsride.org

MICHIGAN
3rd Annual Roastin' By The River
Date: Aug. 9
Place: Fairgrounds, Ionia
Info: 616-642-0701

Northern Run
Date: Aug. 9
Place: ABATE Region 5
Info: 231-689-0774

Easyriders Rodeo Tour
Date: Aug. 15-17
Place: Fowlerville
Info: 800-962-9857
easyridersevents.com

Ride For Kids
Date: Aug. 24
Place: Washtenaw Community College, Ann Arbor
Info: 800-253-6530
www.ride4kids.org

Run for Emily's Wings
Date: Aug. 24
Place: Ann Arbor
Info: www.star317.com

Rally Up North
Date: Aug. 29-31
Place: Crow Wing County Fairgrounds, Brainerd
Info: 218-828-3760
www.rallyupnorth.com

MINNESOTA
20th Annual ABATE State Rally
Date: Aug. 29-Sep. 1
Place: Meeker County Fairgrounds, Litchfield
Info: 800-224-6570
www.abatemn.org

MISSISSIPPI
1st Annual Rally On The River
Date: Aug. 29-30
Place: Rainbow Casino, Vicksburg
Info: 601-634-0557

MISSOURI
8th Annual Root Hog Rally
Date: Aug. 15-17
Place: Arrowhead Campground, Castor River, Grassy
Info: 573-624-5321

M/C Swap Meet
Date: Aug. 24
Place: Twin Drive In Theater, Independence
Info: 816-228-5811
www.jwswapmeet.com

7th Annual Labor Day Bike Show
Date: Aug. 31
Place: Sherri's Ashby Inn, Saint Ann
Info: rebelratpack.com

NEW HAMPSHIRE

NH/VT HOG Rally
Date: Aug. 7-9
Place: Bartlett
Info: 603-668-1592
nhvtstatehogrally.com

NEW YORK

Ride For Kids
Date: Aug. 3
Place: Central Valley Elementary School
Info: 800-253-6530
www.ride4kids.org

Queensboro MC Rodeo & Ride
Date: Aug. 3
Place: Rolling Thunder Cycles, Hempstead, Long Island
Info: 718-429-8225
www.queensboromc.com

Champlain Valley Motorcycle Rally
Date: Aug. 7-9
Place: Clinton Fairgrounds, Morrisonville
Info: acvlegionriders.com

6th Rally in the Valley
Date: Aug. 15-17
Place: Greater Olean
Info: 716-372-4433
www.oleanny.com

Niagara Falls Motorcycle Rally
Date: Aug. 22-24
Place: Niagara Falls
Info: 716-444-2810
www.niagaramcrally.com

NORTH CAROLINA

Ride For Kids
Date: Aug. 24
Place: Biltmore Square Mall, Asheville
Info: 800-253-6530
www.ride4kids.org

NORTH DAKOTA

International Peace Garden Family Rally
Date: Aug. 15-17
Place: International Peace Gardens, Dunseith
Info: 800-726-4094
www.abatend.com

OHIO

Marsha's Poker Run
Date: Aug. 2
Place: Stoney's Carry Out, Nettle Lake
Info: 419-459-4752

Xmas for Kids Ride
Date: Aug. 3
Place: Walton Hills PD
Info: 440-232-1313

Ride For The Red
Date: Aug. 9
Place: Lancaster.
Info: fairfieldcounty ohio.redcross.org

Sweet Corn Poker Run
Date: Aug. 9
Place: Lima Harley-Davidson
Info: www.limahog.com

Buckeye Rider's Challenge
Date: Aug. 15-16
Place: Bellefontaine
Info: www.buckeyeriders challenge.com

Love America Cycle Expo
Date: Aug. 18-19
Place: Delaware
Info: 614-893-3311
www.lacebikerexpo.com

15th Annual Wish Run
Date: Aug. 22-23
Place: Deshler
Info: 419-275-2304
eaglesons-wish-run.com

Walneck's Swap MeetDate: Aug. 24
Place: Clark Co. Fairgrounds, Springfield
Info: 630-985-2097
www.walneckswap.com

Easyriders Rodeo Tour
Date: Aug. 28-Sep. 1
Place: Chillicothe
Info: 800-962-9857
easyridersevents.com

OKLAHOMA

M/C Swap Meet
Date: Aug. 17
Place: State Fair Park, Oklahoma City
Info: 816-456-4415
www.jwswapmeet.com

OREGON

3rd Annual Desert Dash Rally
Date: Aug. 15-17
Place: Hines
Info: www.hcdesert dashrally.com

AHDRA Drags
Date: Aug. 23
Place: Woodburn Dragstrip, Woodburn
Info: 336-924-2095
www.ahdra.com

PENNSYLVANIA

Ride For The Red
Date: Aug. 2
Place: Appalachian H-D, Mechanicsburg
Info: 717-243-5211 ext. 30

Poker Run
Date: Aug. 2
Place: North East
Info: 814-899-7512

Carnival Run
Date: Aug. 3
Place: Lebanon
Info: 717-270-0948

State HOG Rally
Date: Aug. 7-9
Place: Valley Forge
Info: 877-RALLYPA
www.pastatehogrally.com

Ride For Kids
Date: Aug. 10
Place: Home Depot, Cranberry Township
Info: 800-253-6530
www.ride4kids.org

7th America's 9-11 Ride
Date: Aug. 14-16
Place: Highland H-D, Somerset
Info: 877-771-0118
americas911ride.org

Blue Knights Rally
Date: Aug. 17
Place: Allison Park
Info: 412-264-7944
www.bkpa7.com

Red Cross Benefit Ride
Date: Aug. 23
Place: Lebanon
Info: 717-270-0948

Ride for Multiple Sclerosis Poker Run
Date: Aug. 24
Place: Brentwood VFW Post 1810, Pittsburgh
Info: 412-539-1090

SOUTH CAROLINA

2nd Annual Run to the Beach
Date: Aug. 21-24
Place: Myrtle Beach
Info: 704-810-7559
kustomsofamerica.com

SOUTH DAKOTA

68th Annual Sturgis Rally
Date: Aug. 4-10
Place: Sturgis
Info: www.sturgismotor cyclerally.com
jackpine-gypsies.com

2nd Annual Sturgis Bike Show
Date: Aug. 4
Place: Thunderdome at Thunder Road
Info: ThunderRoad Sturgis.com

AHDRA Drags
Date: Aug. 5-6
Place: Sturgis Dragway
Info: 336-924-2095
www.ahdra.com

6th Annual Metzeler Sturgis Custom Bike Contest
Date: Aug. 4
Place: Thunderdome at Thunder Road
Info: ThunderRoad Sturgis.com

Biker, Easyriders & V-Twin First Annual, Old-School, Ride-In Chopper Show
Date: Aug. 6
Place: Broken Spoke Saloon, Sturgis
Info: 800-962-9857

Rat's Hole Bike Show
Date: Aug. 7
Place: Thunder Road, Sturgis
Info: ThunderRoad Sturgis.com
www.ratshole.com

Bikernet Brouhaha
Date: Aug. 8
Place: Thunderdome at Thunder Road, Sturgis
Info: ThunderRoad Sturgis.com

TENNESSEE

AHDRA Drags
Date: Aug. 9-10
Place: Dragway, Bristol
Info: 336-924-2095
www.ahdra.com

TEXAS

Southernmost Point to the Ride Home
Date: Aug. 21-27
Place: McAllen
Info: 956-687-4646
www.rgvhd.com

UTAH

Magic Mountain Run
Date: Aug. 2
Place: Davis Chapter ABATE
Info: 801-663-4760

New Hope Ride
Date: Aug. 9
Place: Davis Chapter ABATE
Info: 801-663-4760

Ride For Kids
Date: Aug. 16
Place: Heritage Park, Salt Lake City
Info: 800-253-6530
www.ride4kids.org

Heart Run
Date: Aug. 23-24
Place: Weber Chapter ABATE
Info: 801-560-9918

5th Annual International M/C Speed Trials
Date: Aug. 30-Sep. 5
Place: Bonneville Salt Flats, Wendover
Info: www.speedtrials bybub.com

VERMONT

NH/VT HOG Rally
Date: Aug. 7-9
Place: Bartlett
Info: 603-668-1592
nhvtstatehogrally.com

22nd Annual Toy Run
Date: Aug. 9
Place: Montpelier
Info: 802-754-2599, 802-644-5063
www.united motorcyclists.org

VIRGINIA

Hero's Forever Veterans Ride
Date: Aug. 29-31
Place: Portsmouth
Info: 757-228-6673

WASHINGTON

Rainforest Run
Date: Aug. 16-17
Place: Forks
Info: 360-374-0792
www.rainforestrun.com

WISCONSIN

Breast Cancer Ride
Date: Aug. 2
Place: K-2's Bar & Grill, Green Bay
Info: 920-327-0949
www.redde-needaride. tripod.com

Ride For Kids
Date: Aug. 3
Place: Fireman's Park, Middleton
Info: 800-253-6530
www.ride4kids.org

After Sturgis Gathering
Date: Aug. 7-10
Place: NCN Campground, Black River Falls
Info: 888-345-2267
blackriverrumble.com

4th Annual Poker Run
Date: Aug. 9
Place: Lake Emily Inn, Amherst Junction
Info: 715-824-5684

Mason/Dixon Dice Run
Date: Aug. 16
Place: Witt's End, Caledonia
Info: www.abatewis.org

5th Annual Let's Dump Cancer Poker Run
Date: Aug. 23
Place: The Dump, Cambria
Info: 608-698-3112

Harley Shootout Rally
Date: Aug. 23-24
Place: Great Lakes Dragway, Union Grove
Info: 262-878-3783
www.harleyshootout.com

Harley-Davidson's105th Anniversary Party
Date: Aug. 28-31
Place: Milwaukee
Info: www.harley-davidson.com

HD 105th ABATE Campground
Date: Aug. 27-31
Place: Concord
Info: www.abatewis.org

HOG 25th Anniversary Celebration
Date: Aug. 28
Place: Miller Park, Milwaukee
Info: 800-CLUBHOG, www.members.hog.com

WYOMING

Ride the Rock/Ham'N'Jam
Date: Aug. 6
Place: Rodeo Bar, Hulett
Info: 307-467-5959
www.hulettrally.com

26th Hub City MC End of Summer Run
Date: Aug. 30-31
Place: Guernsey
Info: 307-836-2004; 307-836-9288

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: 818-889-1252; www.easyriders.com

National Law Chart

Neither *Easyriders*, nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	Lane Splitting	Handlebar Height
Alabama	r	a		17	c	c			r			p	34
Alaska	4		15	17	c	c		p	r	r-28		p	34
Arizona	4	a,12	14	17	c	c			r	r-29		p	34
Arkansas	6		r	r, 17	c	c			r	r			33
California	r	a, 6,12		17, 21	c	c		25	r	r-28		33	39
Colorado		a,12	r	17	c	c			r	r-28		33	39
Connecticut	4, 9	a, 4,12	14	17, 22	c	c			r	r-28		p	
Delaware	1,2,5,9	a, 4,12,13	r	17	c	c			r	r		33	34
Florida	32	a, 6,12,13	r	r, 17	c	c			r			p	36
Georgia	r	a, 12,13	14	r, 17	c	c		26	r			p	
Hawaii	1, 4	a, 12	14		c	c	24		r	r		p	34
Idaho	4	a, 6		17	c	c						33	
Illinois		a, 4,12,13	14	r, 17	c	c			r			33	37
Indiana	4,9	a, 12	4	17,18	c	c						p	
Iowa		a, 4,12		17,20	c	c			r			p	
Kansas	4	a, 12	14	21	c	c			r (left)	r-28		p	37
Kentucky	3, 6, 9	a, 12	r		c	c			r	29		33	
Louisiana	r	a, 12	14	17	c	c			r (left)	r		p	34
Maine	7	a, 12,13		r	c	c			r	r		p	37
Maryland	r, 1	a, 4,12,13	14		c	c		25	r	30		p	34
Massachusetts	r	a, 12	14	17	c	c		p	r	r		p	34
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		p	34
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		p	
Mississippi	r									r		33	41
Missouri	r	a, 12		17						r		33	34
Montana	4	a, 12		r, 17	c	c			r			p	
Nebraska	r	a, 12,13		17	c	c						p	42
Nevada	r	a, 12	14	17	c	c			r			p	37
New Hampshire	4	a, 12	14	17	c	c			r	r		p	
New Jersey	r, 1	a	9a	17	c	c			r	r		33	37
New Mexico	1, 4	a, 4,12,13	14	17	c	c			r	r-28		33	
New York	r, 1		r	r, 17	c	c		25	r	r		p	37
North Carolina	r	a		r, 17	c	c			r	r		p	
North Dakota	1, 4	a, 10		17	c	c			r			p	34
Ohio	3, 4,9	a, 4,12	14	17	c	c			r	r, 28		33	34
Oklahoma	4		14	r, 17	c	c						33	40
Oregon	r	a, 12		r, 17	c	c			r	r, 28		p	
Pennsylvania	6	a, 12,13	r	r, 17	c	c		26	19	r		p	
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		p	34
South Carolina	1, 6		14	r, 17	c	c			r	r		p	
South Dakota	4	a, 12,13	14	17	c	c			r			p	34
Tennessee	r	a, 12	14	r, 17	c	c			r			p	
Texas	31	r, 4		17a	c				r	r		33	34
Utah	4	a, 12		17	c	c			r	r		p	38
Vermont	r, 1	a, 12	14	17	c	c			r	r		p	34
Virginia	r	a, 12	14	17	c	c			r	r	p	p	
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		p	35
West Virginia	r, 1	a, 12,13	r	r	c	c			r	r		33	34
Wisconsin	4, 9	a, 4,12	15	r, 17	c	c			r	r, 28		p	35
Wyoming	4	a		r, 17	c	c			r			p	37
Wash. D.C.	r		14	17	c	c			r	r	p	p	34

LEGEND:

√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.
33 Not referenced in Admin. Code or Statutes
34 Maximum of 15" above seat
35 Maximum of 30" above seat
36 Top of shoulders
37 Grips below shoulder height
38 Handgrips below shoulder height - Maximum of 15"
39 Maximum 6" above shoulder seated
40 No higher than eye level of the operator
41 Maximum of 10" above fasten point
42 Maximum of 15" above fasten point

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Bean Blossom Bikerfest

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All of the above and more is what makes the annual Bean Blossom Bikerfest such a blast. Our own photographer and pervert Michael "Balls" Farabaugh organizes this four-day whoop-de-doo each year in the little

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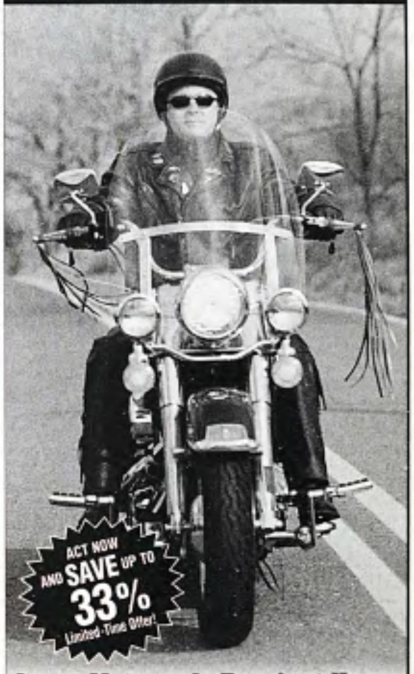

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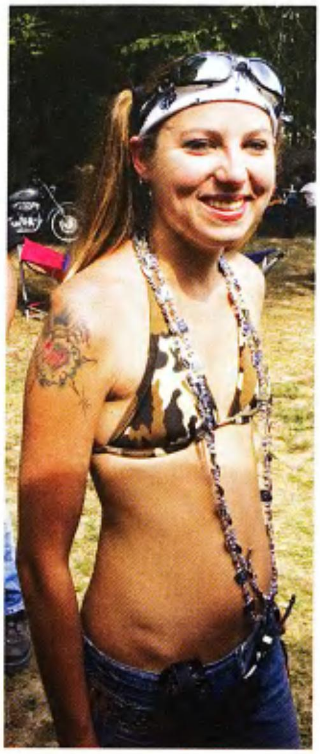
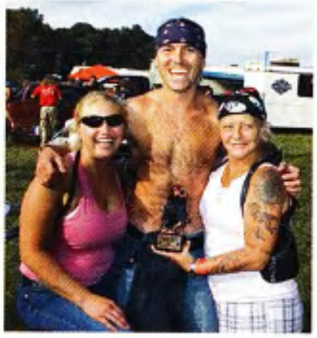
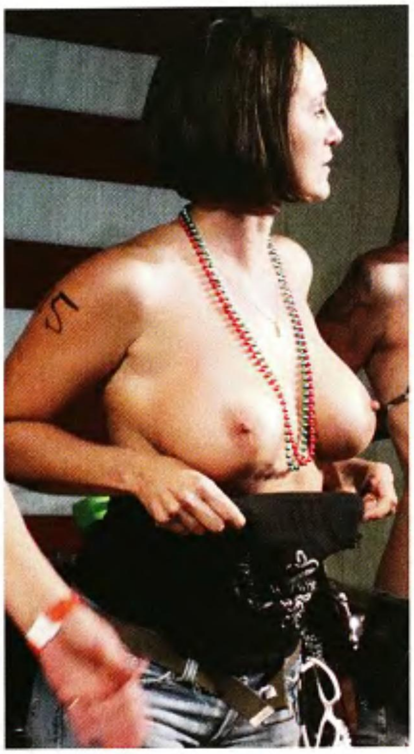


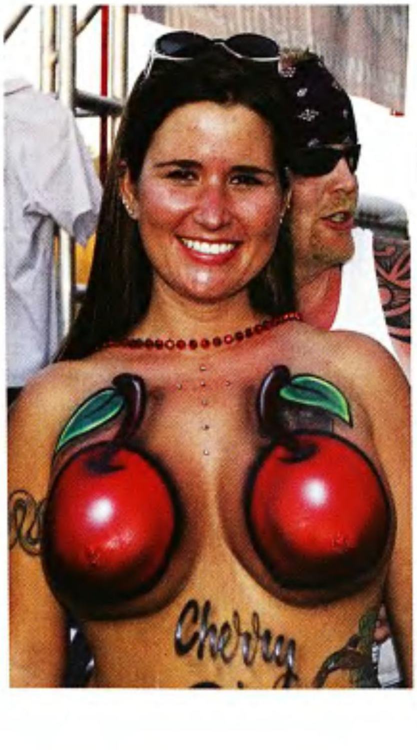


burg of Bean Blossom, Indiana (an hour south of Indianapolis). His wife, Deb, and the entire Farabaugh clan get involved to make this event feel like you're coming home—a member of the family.

The gates opened on Thursday, September 27 at the Bill Monroe Memorial Park, offering acres and acres of motorcycle-related vendors, great food, big stages for the live bands, camping, RV hook-ups and creek-side cabins in the woods. The property is famous for the



local Bill Monroe Bean Blossom Bluegrass Festival (now in it's 42nd year). No cars or trucks are allowed to cruise through the park, but motorcycles make an endless parade around and around and through the venue. It's a great way to see all the naked women who have had their tits airbrushed with interesting paintings by Smitty the Titty Painter. Smitty's work also inspired an impromptu Painted Lady Contest on the main stage on Saturday night.



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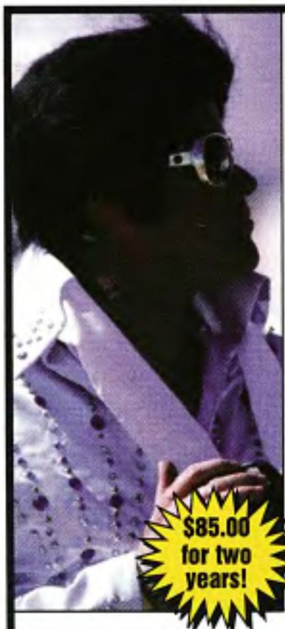

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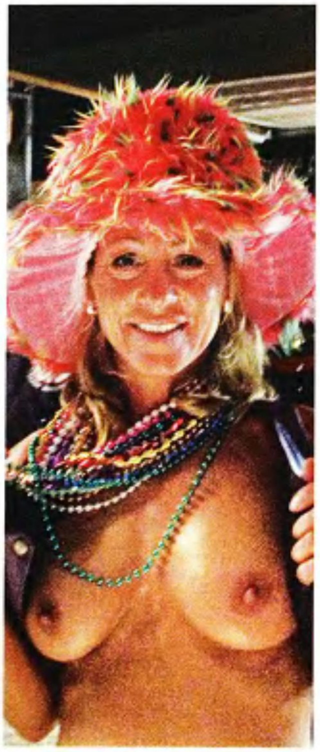
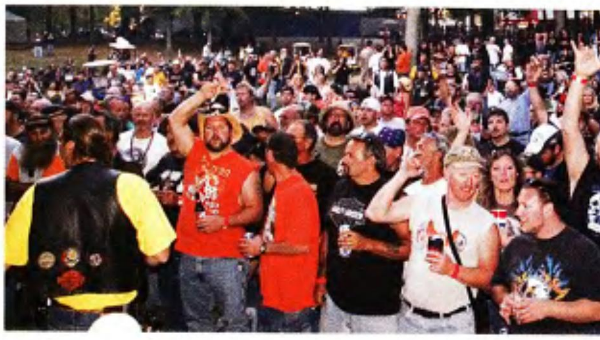




Great biker musicians kept the tunes comin' all through the Bikerfest weekend including the Real Time String Band, Jasmine Cain, Duke Tumato, One Side Later, Roy & the Orbitz, and the Eclipse Band. The Unchained Gang Ministry put on a poker run on Saturday and Dean Shawler, editor of *BIKER* magazine, and I judged the ride-in bike show. A motorcycle rodeo and field events were highlighted by *Penthouse* Pets Erica and Olivia in the "Oh Shit, The Old Man's Home" race. Those girls just wouldn't let a fella get outta bed, much less get his boots on, jump out the window and fire up his scoot to get away. Sign me up.

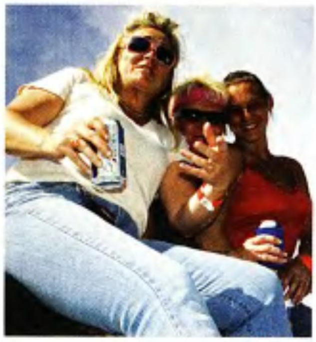
Good friends Larry Curik and Rick McCartney shared a cabin with Dean and me and soon the biker stories 'round the campfire started and didn't end all weekend long. Jerry Burrow, Gina and the crew from Road Hawgs joined in the madness and Jerry fired up his flamethrowin' panhead amid a dozen or so naked ladies. That's showin' class, baby. All in all, the Bean Blossom Bikerfest renews your love and passion for the biker brotherhood like no other event I know.

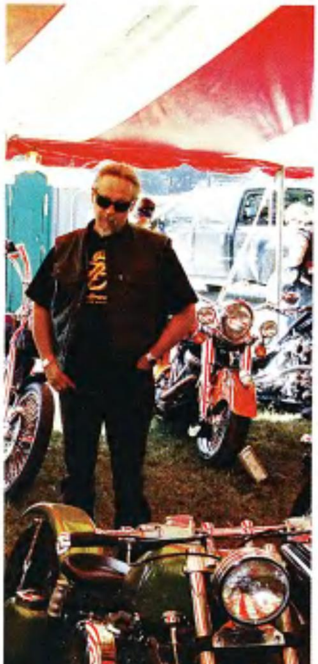
This year's Bean Blossom Bikerfest will take place September 18 to 21. You can bet we'll be there to abuse ourselves again… and to find that bottle of Sailor Jerry's rum we hid in our cabin. We hope to see ya'll there!

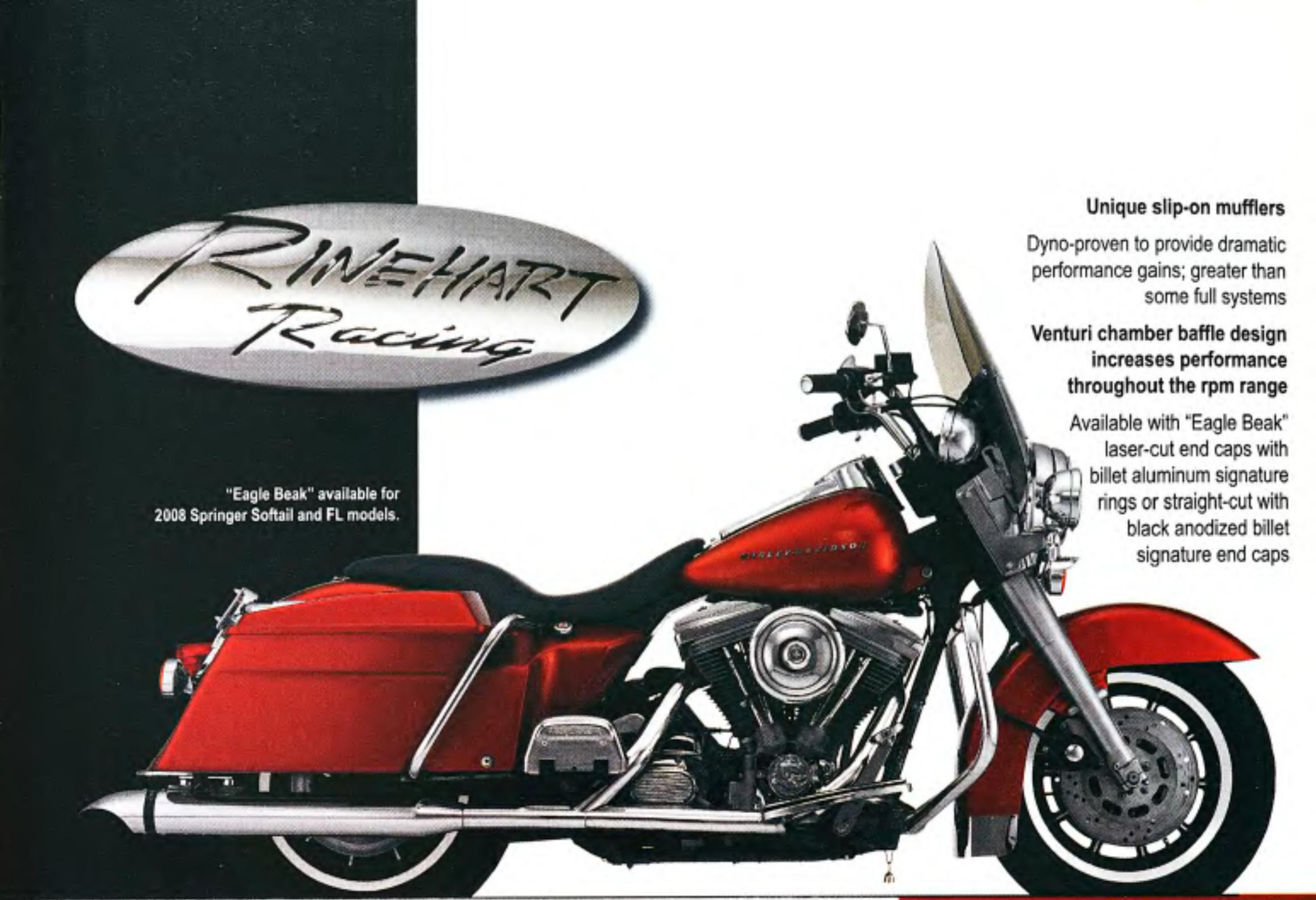
For more information call 812-988-2116 or visit www.ballsbiker.com.

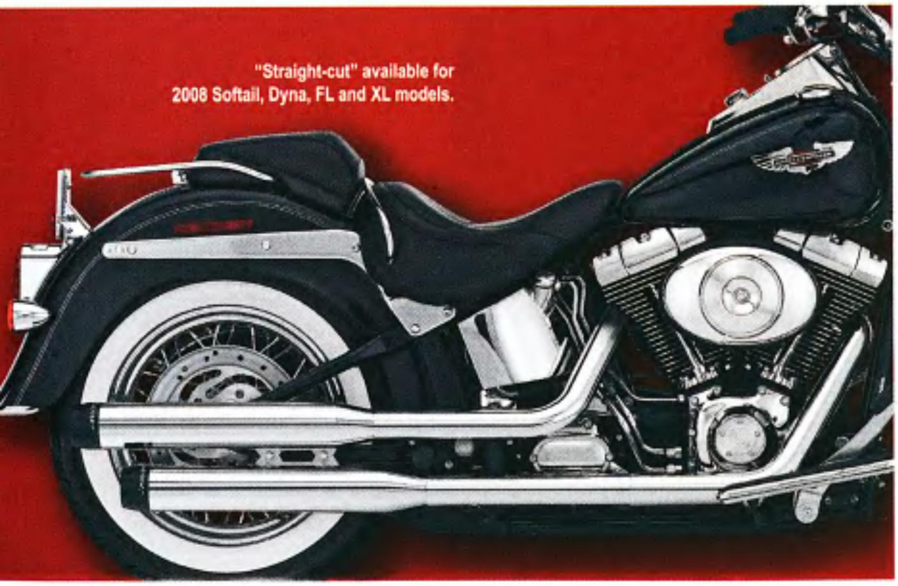
—Phantom Dave

Photos: Dean Shawler and Rick McCartney









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Humans realized a long time ago that they needed footwear. Too many broken beer bottles and pre-Weber barbecue pits made it tough for both *Homo sapiens* and Neanderthal man (and woman) to stumble around in a stupor and not hurt their tootsies. Without having to retell the entire history of the shoe, we can safely say that for thousands of years, humans have been pining for the perfect footwear: strong, protective, everlasting and fashionable, all at the same time.

We can also safely say that not until now have humans achieved the pinnacle of this pedate pulchritude, to be observed on these pages in the fabulous form and seductive shape of Harley-Davidson Footwear.

So lean back and let us tickle your feet and fancy alike. A new dawn has broken, but don't fear, its shards won't hurt you. With Harley-Davidson Footwear, you are well protected while looking your best. —*Tripper*

Harley-Davidson Footwear

THE FEAT OF SAVING SOLES

THE STEALTH

Men, watch out! With these boots women everywhere will be able to ride under the radar and men may not even be fully aware of them until it's too late. Whatever that means. The classic 6-inch boot's full-grain leather with top-stitching creates an interesting look, enhanced only by Harley-Davidson branded metal plates on the toe cap and heel, along with a Bar & Shield medallion adorning the ankle. Of course, the rubber outsole and heel are abrasion and oil resistant and provide increased stability and support, while the Goodyear welt construction helps increase the longevity of the boot. It also allows for future sole (and possibly mate) replacements, which means you may be long gone while she still wears the same boots.

Available in sizes M 5-10, 11; black

THE RELIEF

Neanderthal woman would have killed for a boot like this one with its 8-inch lace-up styling providing ankle support and an inside zipper with covered flap allowing for easy on and off. It would have been perfect for kicking some testosterone-laden Neanderthal butt and still look stylish doing it. We, of course, would have to bemoan the loss of many a hair-dragging cartoon. The Relief also features ShockAbsorbers Twin Pad technology, which cushions the foot and absorbs shock with each step and a lightweight, flexible polyurethane midsole with rubber street side allowing riders to switch gears comfortably. A 30-day Comfort Guarantee comes with this boot to boot.

Available in sizes M 5-10, 11; black

THE SIMONE

It's true, this boot makes grown men gasp and boys befuddled. But then again, it they aren't meant to be worn by them. No, black as pavement and twice as hot, this high-heeled, mid-calf boot is just begging for the right woman to take them out for a night on the town, preferably with her in them. Made from supple, full-grain leather, this boot incorporates branded studs and a harness-wrapped ankle, adding fashion-forward details infused with a classic Harley-Davidson edge that's highlighted by a metal Bar & Shield on the outer shaft of the boot. And because of its increased comfort and stability, the lightweight outsole and wrapped heel, Simone is ready to party until dawn. And to hell with those shards!

Available in sizes M 5-10, 11; black

THE BANDIT

Durable and edgy are just some of the adjectives you would expect your favorite bandit to wear. Made from Goodyear welt construction and a lightweight EVA/rubber outsole for less stress while fleeing the scene, this Bandit provides its wearers with the added stability and comfort necessary for any hold-up and subsequent long ride. Details including a metal Bar & Shield—not to be confused with the behind-the-metal-bars long chill—and the H-D branded toe and heel plates pay homage to the legendary brand and add attitude to this longer-than-life..., make that larger-than-life riding accessory... or abettor.

Available in sizes M 5-10, 11; black

KICKSTART

Harking back to the old days when people actually had to use their hands for fastening their footwear, the aptly named Kickstart is a lace-up boot with a whole lot of attitude, which is emphasized by the orange H-D lettering on the tongue and above the ankle. Subtly striped black and orange laces strung through the Kickstart's black eyelets add a unique touch and indicate a true craftsman who knows how to use his fingers. Goodyear welt construction, full-length cushion sock lining and an oil and abrasion resistant lightweight rubber give this boot the comfort and traction it needs when you're, uh, kickstarting your bike. What? You've never heard of such a thing? Okay, how about a full-grain leather upper, daring design and tough construction combining to make it a boot that'll help you rev your engine? Yes, much better!

Available in sizes M 5-10, 11; black

THE ANCHO

No small fish, the Ancho pull-on harness boot is built for manly men who change their own oil and pump their own gas. Made from Goodyear welt construction, this mid-calf boot, available with red or black flame detailing for extra hotness, offers increased durability and stability with a light-weight oil and abrasion-resistant rubber heel and outsole, perfect for tough tasks like holding the bike while pushing the starter button. An inside zipper provides easy on and off, and a vintage Harley-Davidson embroidered logo adds a bit of history to this riding boot while you make your own. Nacho Ancho, you say? Yes, you're right, potato chips are to be purchased separately and elsewhere.

Available in sizes M 7-12, 13; black and red

All of the above boots and many more are available at your local Harley-Davidson dealership. Go to www.stepintoalegend.com.

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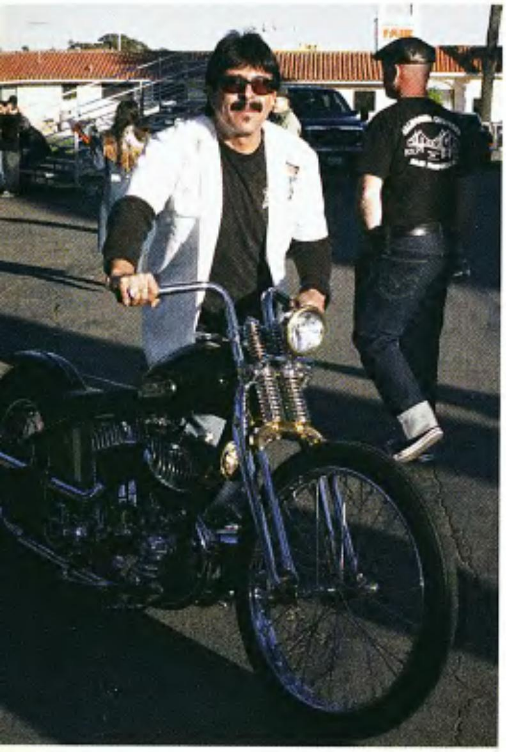
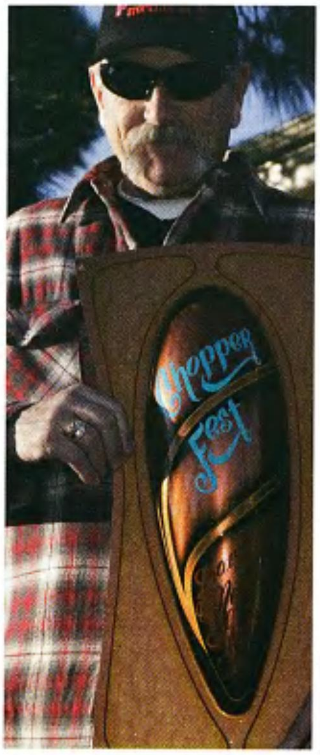
ROZONE

4th ANNUAL DAVID MANN CHOPPER FEST

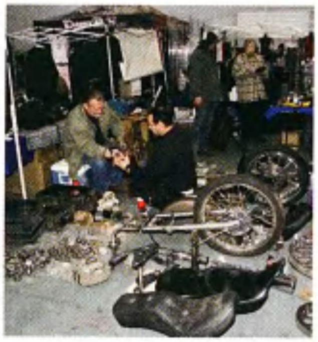
When you look at a minimalistic chopper or bobber bike, the visual impact of the scoot, the very animal nastiness of it should hit you right in the gut. It should double you over with it's blend of passion and heart; it should be a living testament to the scooter tramp that built it—a piece of his heart beating within the beast. If that's how you feel about motorcycles, you would have dug the hell out of the 4th Annual David Mann Chopper Fest held at Seaside Park, located within the Ventura County Fairgrounds in Ventura, California, on December 9.

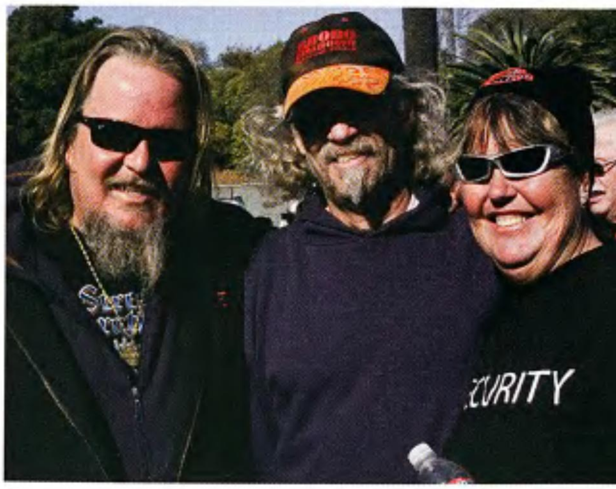


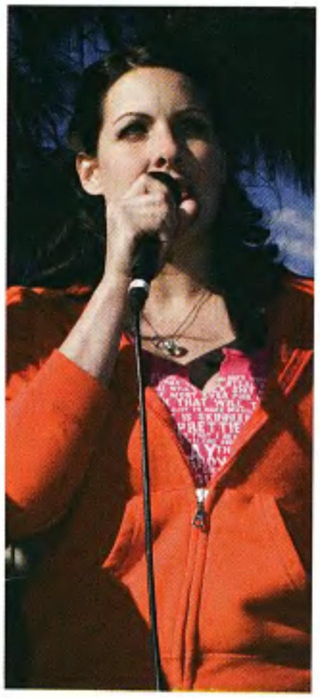


Unlike years past, the weather was picture perfect for riding in the California sun. There were bikes there that were built in the late '60s and have remained true to the glory days of choppin'. For those who are building their dream scoot, a bigass swap meet offered up rare pieces that you just had to have, and the collection of motorcycle art by Segal Fine Art was worth the price of admission alone.

The main event was the ride-in bike







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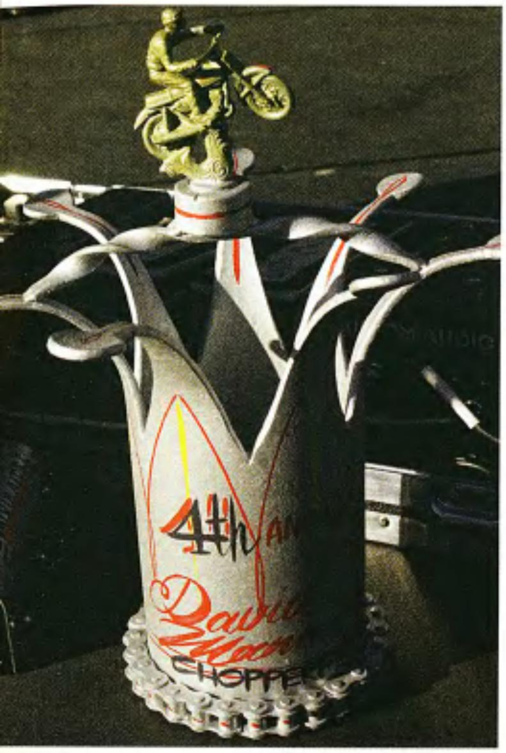
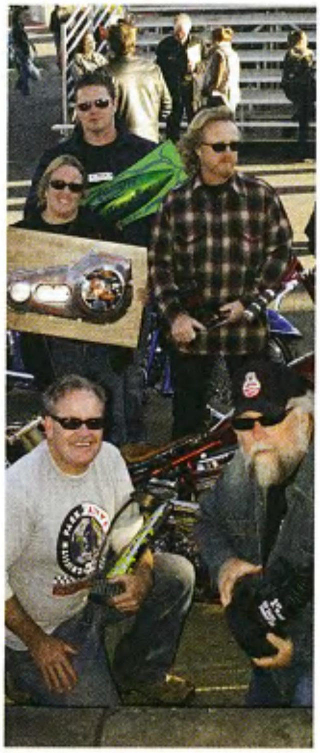
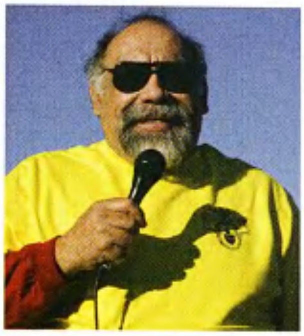




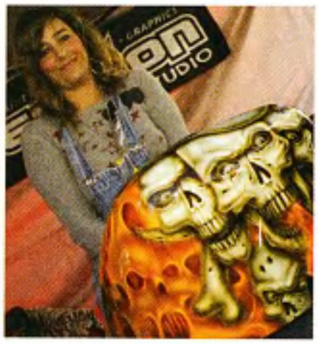


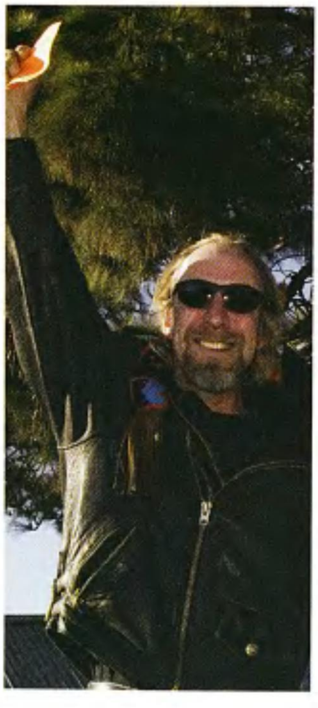
show. Over 100 awesome, roadworthy creations sat gleaming for the judges inspection. Classes included: California Bobber; Old Skool Skoot; Modern Custom; Modern Bobber; Radical Design; Best Paint; Best Bagger; Sexiest Sportster; Best of Show; and a special category dedicated to *Easyriders*' legendary biker artist David Mann. Best of Show went to Christian Dotson for his mind warping moto-masterpiece. The David Mann Memorial Award went to Keith Scarboro for a rigid pan that looked exactly like the kind of custom bike David Mann was so famous for drawing.

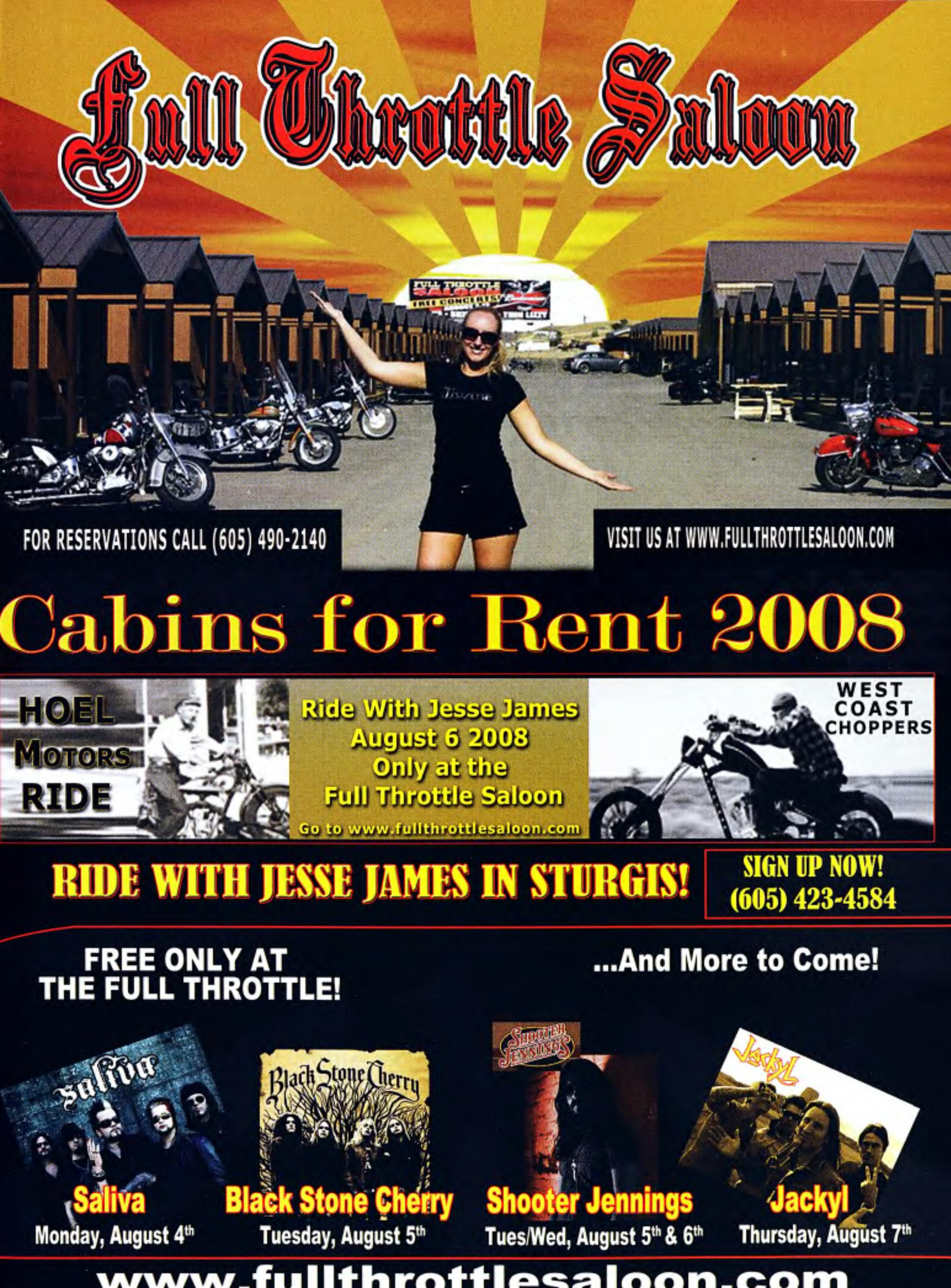
Check out the Chopper Fest Web site at www.chopperfestival.com for more of this fantastic event.

—Phantom Dave

Photos: Rick Hustead, Kim Peterson



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Top 10 Tits

A BEVY OF BOUNTIFUL BOOBS

Here at *Easyriders*, we're a bunch of red-blooded, all-American bikers and when we hang out together we talk about motorcycles a lot. We talk about tire wear and the latest fuel injection mods. We wax poetic about great rides we've taken and laugh about past drunken shenanigans at bike runs and the like. We also talk about the hot Harley honeys that we've known, and yes, we even talk about tits. It's actually part of our job descriptions.

We have to be experts on boobs in order to bring you the finest fillys in our magazines each month. That kind of booby talk led to this up-close look at our editors' pick of the Top 10 Tits of 2007 from your bros at *Easyriders*. Each and every one of these young ladies have been measured and felt up by experts in the field of boobology. Okay, I made that up. All this is just a lame excuse to show you some big bouncy American breasts.

You don't have to agree with our Top 10 list, but remember, we're trained professionals.

—*Phantom*

Easyriders* January 2008 • *Olivia

Easyriders April 2008 • *Melynda*

Easyriders May 2008 • *Larin*

Easyriders June 2008 • *Christine*

Easyriders January 2007 • *Ashley*

Easyriders March 2007 • *Sandy*

Easyriders July 2007 • *Mariah*

Easyriders August 2007 • *Jaime*

Easyriders November 2007 • *Sarah*

Easyriders December 2007 • *Amber*

Photos: ER Archives

ProductReview

NIRVE PYRO 3-SPEED BEACH CRUISER

This Makes It A Lot Easier To Be Green

The Pyro nails the classic bobber look, right down to the satin black finish with pinstripe flames and mudflap girl motif.

Let's just get this out of the way right now. This custom bike isn't missing a motor; the power and torque are delivered by the rider's own two legs. Normal people call this a bicycle. Since we hear that many of you could use some exercise, and that "going green" seems to be the buzz phrase in these days of expensive fuel, we figured we would introduce to you the Pyro from California designer Nirve Sports.

The Pyro rolls on a pair of 26-inch laced wheels with black spokes and red painted rims, shod with Nirve's exclusive badass white wall tires with flamed tread. By design as old-school as they come, this bike uses a springer front end that's painted gloss black and features chrome hardware and a single red beehive spring. It also features blacked-out mini apehangers, a sprung seat with embossed flames, a rear coaster brake and a welded kickstand. A Shimano Nexus 3-speed hub is used on the Pyro and is operated by a twistgrip mechanism on the right-side handle. It feels a lot like using the throttle on your bike.

Nirve Sports sent us a Pyro to ride around and we took to it instantly, thanks in no small part to the relaxed position and smooth ride provided by the front fork and sprung seat. With its steel frame, the Pyro may be much heavier than a fancy road bike, but it really gets going in 3rd gear. The coaster rear brake works well and while the model we tested came with a conventional front brake we didn't like using it because it leaves black marks on the red rim. Of course we had to customize the bike with a pair of red dice on the valve caps.

Cherry-picked from Nirve's extensive line of equally rad and bitchin' adult cruisers, the Pyro will generate smiles everywhere you ride. Kids want it, grown men want it, and as a conversation starter with the ladies, it's as good as walking a fluffy puppy.

The Pyro retails for $469.99. Call Nirve Sports at 888-296-4783 or go to their Web site www.nirve.com to see their full product line and find a dealer near you.

—Ben L.

Prominently displaying its red beehive spring, this fork is the Pyro's centerpiece. Watch it swing as you ride. Mesmerizing!

The sprung seat is a model of comfort and the embossed flames give it a nice custom touch.

The compact 3-speed hub also incorporates an internal coaster brake. Simply pedal backward to control the amount of braking applied to the rear wheel.

Flamed tire tread? Someone at Pyro really gets it.

Photos: Ben L.

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EASYRIDERS' HISTORY OF THE HARLEY RIGID FRAME 1936-1957

Although Harley-Davidson has used rigid frames since 1903, the models most prized have always been the knucklehead/flathead and panhead varieties from 1936 though 1957. For a classic restoration, bobber or chopper, an original period-correct frame with its elegant, smooth, classic lines is an essential element that cannot be replaced by a mass-produced piece.

Over the years there have been some subtle and significant changes to the classic design. The 1936 knucklehead/flathead frame came with a 28-degree raked neck, which in '41 was altered to 29 degrees. In '36 there was no starter support bracket and the sidecar loops were brazed to the front of the frame. From '36 to '37 the toolbox mount had rectangular mounting blocks. The '38 to '40 used a round tab and from '41 to '47, the mount was a two-bolt type. The '36 to '40 "short neck" frames had a 28-degree neck, in '41 it was increased to 29 degrees (medium neck).

It was in late 1946 that the rake was increased to 30 degrees with the change to offset spring forks (long neck). These frames will accept 74- and 80-inch flathead engines, as well as all knuckleheads. Knucklehead frames have straight front legs, and the top motor mount is a straight piece of strap steel. The axle plates, neck, motor mounts, seat post yoke, floorboard tabs and sidecar mounts are of forged steel and the tubes are brazed together. In order to fit a panhead or shovelhead engine into a knucklehead frame, the seat tube and the underside of the seat tube yoke need to be relieved to clear the rear head. This renders the seat tube unusable for the spring post.

In 1948 Harley released its panhead design, and with it, an entirely new wishbone style frame with gently curved downtubes up front. All panhead frames from '48-on include a "theft proof" fork lock built into the neck forging. The fork locks are of two styles, one from '48 to '52 and the other '53-and-up. On these frames, the top motor mount is beefier than the knucklehead style and curved forward. The '48 pan still sported the offset spring forks first used on the late '46 model, and since the horn was mounted

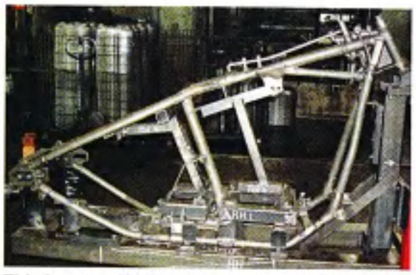
V-Twin Mfg. reproduction knucklehead frame. These are offered in five styles: '36, '37, '38-'40, '41-early '46, and 1947.

The straight leg rigid frame is offered in original styling, or for disc brakes, with a version that will accept an Evo with a 5-speed trans.

to the springer, there was no provision for mounting to the frame. This tab was added in 1949 and used until '51 for the horn when Harley made the change to telescoping front forks. The tab was welded to round tubes until early '49, then later the tubes were flattened on the backside and the tabs were slightly different. The '52 frames featur a redesigned top motor mount, which was stronger and triangular in shape. Also in 1952, the toolbox mount was changed from a top-to-bottom strap to a one-piece stamping mounted to the lower tube. In 1954 there were three different frames. The earliest have flattened downtubes, but no tabs for the horn mount; later the tubes were round with no mounts at all.

In late 1954, Harley released what many now consider the "holy grail" of motorcycle frames—the straight leg rigid. On first look it is easy to mistake this frame for the knucklehead, but the triangular top motor mount and fork lock give it away. From late '54 though '57 the frames were virtually identical. The only difference was that the coil mounting blocks had the threads changed from

V-Twin Mfg.'s Wishbone pan frame has three variations—1948, '49-'52 and '53-early '54, plus a version of the '48 without the brake cross tube if you want to run a juice or disc brake.



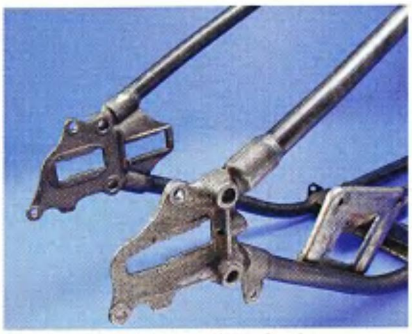
This is one of V-Twin's Retro rigid frames being built. This one is for shovel, Evo or TC88 motors and accepts 4-, 5- and 6-speed transmissions.

5/16-18 to 3/8-24. Production dates on the top motor mount distinguish one year from the other. You can fit knucklehead or flathead motors into all panhead frames with the addition of a front motor mount shim, but not the other way around. All panhead frames will also accept shovelhead motors.

While Harley-Davidson first introduced swingarm frames on the K-model in 1952, it wasn't until 1958 that they built a big twin swingarm frame. Some welcomed the change as a giant leap forward, while purists cursed them. The change marked the end of an era and the beginning of the modern age.

Today, an original uncut rigid frame is extremely rare and nearly impossible to find, and when they are, the price is astronomical. Over the decades, customizers have snagged them up, raked them, stretched them, cut off tabs and whether one finds them at the swap meet or on the Internet, they still command hefty prices.

Let us not forget that these frames were last produced over 50 years ago, with some now 70 years old. The metallurgy is



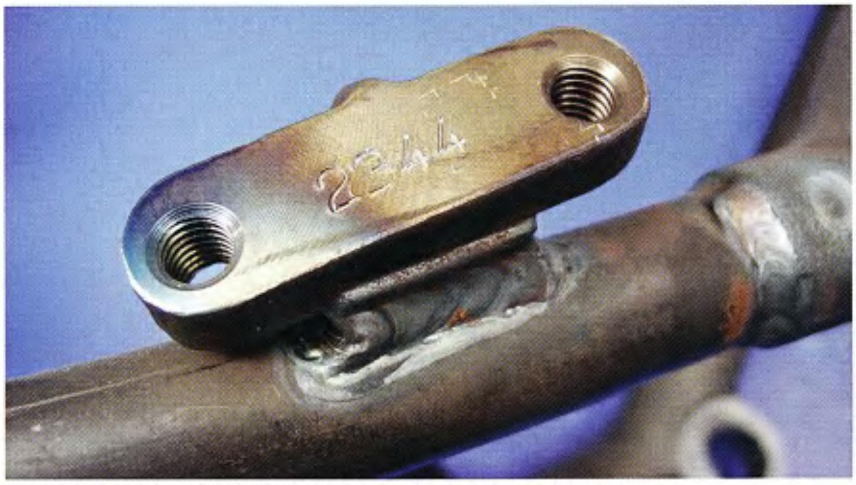
Check out the detail on the axle plates.

The top motor mount and neck are very nicely forged. Neck lock is ready for installation.

Motor cradle is authentically reproduced, but this pic is of a disc brake model. Note the short brake shaft forging.

The sidecar mounts are as original.

The seat post is completely functional.



A four-digit serial number is stamped into the right brake pedal mount.

Photos: V-Twin Mfg.

also 1930s, '40s and '50s technology. When mated to modern power they may prove fragile and need reinforcing. If you are going to use them, it is important that they be checked out for straightness and strength by a competent frame technician, especially if they have been modified. One such master technician is "Dr. John" Fromberg, of Dr. John's Frame Shop in Anaheim, California.

So what's a brother to do if he wants a vintage frame for his period ride? If he isn't picky about the vintage details, there are a lot of frame builders out there making them with the basic shape and lines of these classic rigids. But for a true-to-the-bone reproduction frame, there is only one source: V-Twin Manufacturing (V-Twin Mfg.), distributed through Tedd Cycle of Vails Gate, New York.

V-Twin Mfg. recognized early on that the supply of original frames was dwindling and, when found, theses frames often required extensive restoration which was both labor intensive and expensive. In early 1992, V-Twin Mfg. took on the enormous task of developing its replica frame series. Several prime examples of original Harley frames were disassembled and examined for blue printing and the possibility of parts being interchangeable between the various years.

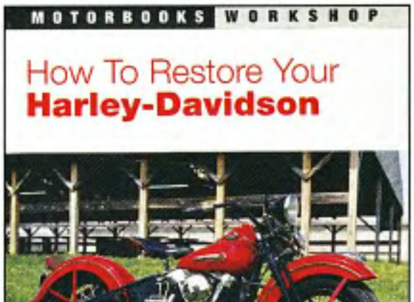
The late 1954 to '57 straight leg frame was the first version V-Twin Mfg. placed into production. Several companies were contacted to help with this project, as the various processes included forging, stamping, forming, tube bending and finally TIG welding. Each frame consists of at least 10 pieces of tubing, 13 forgings, 18 different stampings and several machined pieces. Several drawings were required for all components during each stage of the development process.

Original factory drawings of the completed frames were located as well as "New Old Stock" factory frames which were all needed to help with the construction of the frame jigs and welding fixtures required for the final assembly. The first completed frame was available in the beginning of the 1995 season and offered in V-Twin Mfg.'s 1995 catalog.

By 1999, the entire replica frame series was completed, from the 1936 knucklehead-only frame, to the 1988-and-later versions of the "Softail" series, including the 1958 to '84 swingarm frames. In all, there are 16 replica frames in the series with over 10,000 produced as of this year.

V-Twin Mfg. has been making reproduction parts for vintage Harleys for decades. A gander through the V-Twin Mfg. catalog, which is available free of charge, boasts a massive selection of dead-on reproductions of most every year and style of frame from '36 to'88. The completion of the Replica Frames Series allows V-Twin Mfg. to offer rolling chassis and now complete Resto and Bobber replica motorcycle kits.

Check 'em out on V-Twin Mfg.'s Web site: www.vtwinmfg.com. —*Kit Maira*



Dave Hansen of The Shop in Ventura, California, and Bruce Palmer III, the author of *How To Restore Your Harley-Davidson*, provided much of the info for this article. Bruce's book is available from Motorbooks and can be found online at www.motorbooks.com.

The Serpent

If You're Scared, Say You're Scared

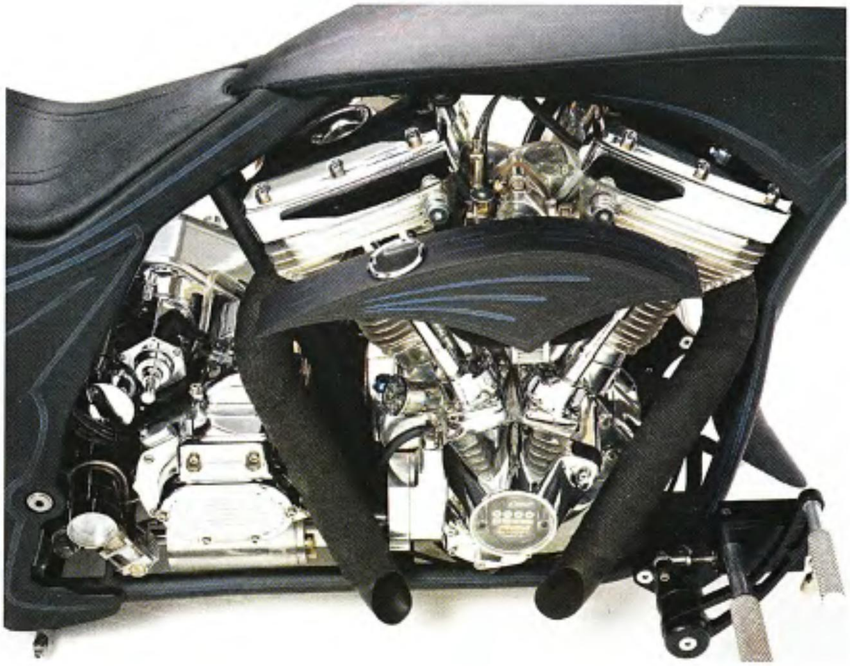
Matt Beal and the professional build team of Road Rage Performance in Fresno, California, call this stealthy bike "The Serpent." Folks at the bike shows always want to know where Road Rage hides components like brakes and oil bags. There are just over three quarts of oil

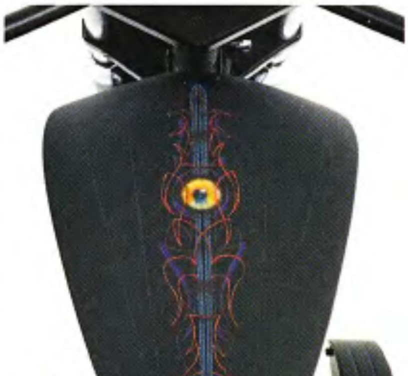
lurking in the downtube and beneath the belly of this serpent is an automatically deployed kickstand. Along with the 360-degree brake on the front wheel, these are a few of the design details that seem to draw the most questions.

Matt likes to really get to know his customers and will usually hang out with them a few times to get a feel for who they are before he attempts to create a new project. Doug Holland is a converted dirt bike guy, and The Serpent is his first custom. Matt's favorite hand-fabricated part on this scoot is the fuel tank. Doug sculpted a mock tank from a chunk of foam and brought it to Matt. A few days later, Doug and Matt were walking around at a bike show when Doug was eyeing yet another tank. Matt said he would build him something like the one he was looking at and added, "Only better than that one, so don't be pissed off!"

The Serpent's tank requires special handmade tools to install and remove for service. Matt molded what used to be the oil tank into a battery compartment. He tells us, "The best thing about The Serpent is that almost every cool thing on it came from my own two hands." Bob Kovacs, a legend for his ability to lay down perfect pinstriping, handled the paint chores.

Like most custom bike builders, Matt doesn't get to ride as much as he'd like. But when he gets the chance, he likes to get together with his buddies and putt down to the local waterin' hole for the three "Bs"—boobies, beer and blowin' off some stream. This month's Fox Hunt winner, Jamie, might be helpful with the boobies and blowin' off steam part of the equation. —*Cheese*

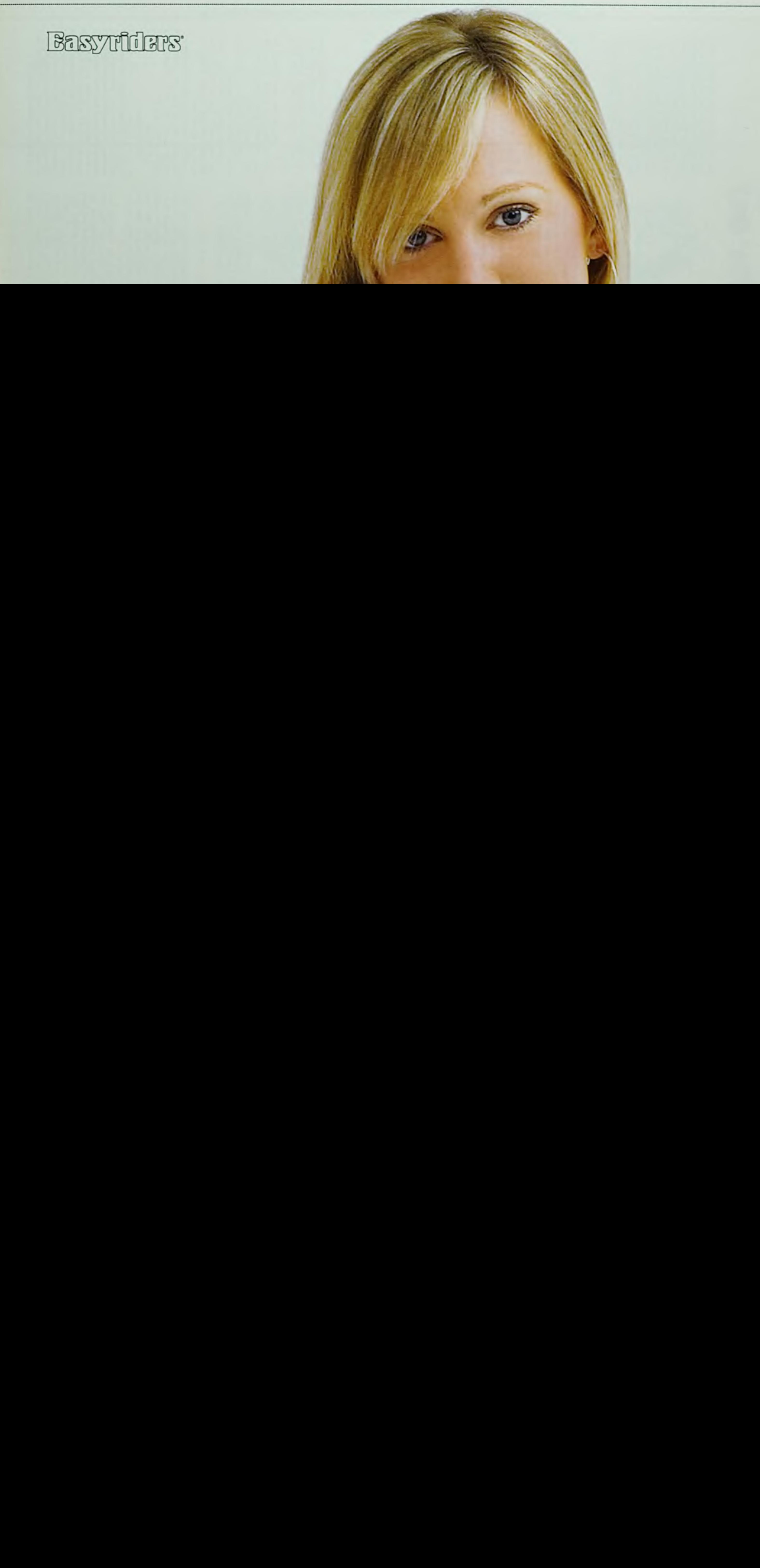




THIS MONTH'S FOXHUNT WINNER

Our *Easyriders* centerfold girl this month is also our Fox Hunt winner. The cute and curvaceous Jamie hails from the wilds of Washington State. She's got a bodacious all-natural balcony you'll wanna do Shakespeare off of.

First crease at perforation, then remove poster at right.


Easyriders

passin' gas

A blonde woman goes to the supermarket. She starts walking up and down the aisles. In each aisle she goes to, she touches her head, her ears, her breasts and her crotch. After doing this for a number of aisles a store clerk approaches her and asks if she is having a problem. She shakes her head and says, "No."

Perplexed, he asks why she stops at each aisle and touches her head, ears, breasts and crotch. "Oh," says the blonde, "I'm just trying to remember my grocery list." Puzzled, he asks for an explanation, so she goes through the motions again. She touches her head and says, "Head of lettuce." She touches her ears and says, "Two ears of corn." She touches her breasts and says, "Two chicken breasts." She touches her crotch and says, "Fantastic."

Rocky Meyerson
West Palm Beach, Florida

Little Billy came home from school to see the family's pet rooster dead in the front yard. Rigor mortis had set in and it was flat on it's back with it's legs in the air. When his dad came home, Billy said, "Dad our rooster's dead and his legs are sticking in the air. Why are his legs sticking in the air?".

His father thinking quickly said, "Son, that's so God can reach down from the clouds and lift the rooster straight up to Heaven."

"Gee that's great," said lil' Billy. A few day's later when dad came home from work, Billy rushed out to meet him yelling, "Dad, we almost lost Mom today!"

"What do you mean?" said dad.

"Well Dad, I got home from school early today and went up to your bedroom and there was mom flat on her back with her legs in the air screaming, "Jesus, I'm coming, I'm coming." If it hadn't been for Uncle Bob holding her down we'd have lost her for sure!"

Glen Westover
San Diego, California

One morning while making breakfast, a man walked up to his wife, pinched her on the butt and said, "If you

"Hold on, I'm not drunk enough yet."

firmed this up, we could get rid of your control top pantyhose." While this was on the edge of intolerable, she kept silent.

The next morning, the man woke his wife with a pinch on each of her breasts and said, "You know, if you firmed these up, we could get rid of your bra." Beyond pissed, she rolled over and grabbed him by his dick. With a death grip in place she said, "You know, if you firmed this up, we could get rid of the gardener, the postman, the pool man and your brother!"

Unknown
Cyberspace

Hillary Clinton and her driver were cruising along a country road one evening when an old cow walked in front of the car. The driver tried to avoid it but couldn't and the aged bovine was struck and killed. Hillary told the driver to notify the owners.

About an hour later, the driver staggered back to the car with his clothes in disarray. He was holding a half-empty bottle of expensive wine in one hand, a Cuban cigar in the other and was smiling happily, smeared with lipstick.

"What the hell happened to you?" asked Hillary.

"Well," the driver replied, "the farmer gave me the cigar, his wife gave me the wine and their beautiful twin daughters made mad passionate love to me!"

"My God, what did you tell them?" asked Hillary.

The driver replied, "I just stepped inside and said, "I'm Hillary Clinton's driver and I've just killed the old cow. The rest happened so fast I couldn't stop it."

Grinch
Ridgewood, New Jersey

The biker, returning home a day early from a business trip, got into a taxi at the airport. It was after midnight. While en route to his home he asked the cabby if he would be a witness. The biker suspected his wife was having an affair and he intended to catch her in the act. For $100, the cabby agreed.

Quietly arriving at his house, the husband and cabby tiptoed into the bedroom. The husband switched on the lights, yanked the blanket back and there was his wife in bed with another man. The biker put a gun next to the naked man's head. The wife shouted, "Don't do it! This man has been very generous! I lied when I told you I inherited money. He paid for the Corvette I bought for you. He paid for the Screamin' Eagle Bagger and for our new cabin cruiser; he paid for your season Packer tickets; he paid for our house at the lake; he paid for our Country Club membership and our trips to Sturgis every year!"

Shaking his head from side-to-side the biker slowly lowered the gun. He looked over at the cab driver and said, "What would you do?"

The cabby said, "I'd cover his ass with that blanket before he catches a cold."

Kurt Messner
Verona, Wisconsin

How do you tell if a blonde has been to a boring party?

She comes home with her underwear still on.

Rebecca Stacey
Bakersfield, California

Rhino's ol' lady was bitchin' about how small her chest was. He thinks about it for a few seconds and says, If you want your tits to grow, then everyday take a piece of toilet paper and wipe it between 'em for a few seconds."

Willing to try anything, the wife gets a piece of toilet paper, and stands in front of the mirror rubbing it between her tits. "How long will this take?" she's asks.

"They'll grow larger over a period of years," he replies.

The wife stops. "Why do you think rubbing a piece of toilet paper between my tits everyday will make them grow over the years?"

The husband shrugs, "Why not, it worked for your ass, didn't it?"

Maurice Brown
Cumberland, Maryland

A 10-year-old boy was walking down the street when a big man on a black motorcycle pulled up beside him and asked, "Hey kid, wanna go for a ride?"

"No!" said the boy and he kept on walking. The biker pulled up to him again and said, "Hey kid, I'll give you $10 if you hop on the back."

"No!" said the boy and proceeded down the street a little quicker.

The biker pulled up to the boy again and screamed, "Okay kid, I'll give you $20 and a BIG bag of candy if you hop on the back for a ride."

At this point the boy turned around to the dude on the bike and screamed angrily, "Look Dad, YOU bought the Honda, so YOU ride it!"

Joe Moore
Murray, Utah

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

▶ To remove poster, first, carefully crease at perforation, tear out gently, then drool on Jamie's meatpelts. ▶

Owner: Doug Holland
City: Fresno, California

GENERAL
Fabrication: Road Rage Performance
Model: 2007 Road Rage Special
Time: one year
Chroming: Showtime Metal Polishing

ENGINE
Year/Model: 2007/Ultima
Displacement: 120 cubic inches
Cam: Ultima
Carb: S&S Super G
Pipes: Road Rage Performance

TRANSMISSION
Year/Make: 2007/Ultima 6-speed polished

PAINT
Molding: Matt Beal
Painter: Bob Kovacs
Type/Color: Krylon/flat black
Special paint: Bob Kovacs

FRAME
Year/Make: 2007/Precision Metal Works
Type: hidden-shock
Rake: 38 degrees
Stretch: 2 inches out
Shocks: Hi-Lo Air suspension
Modifications: Road Rage Performance

ACCESSORIES
Bars: Road Rage Performance
Handlebar controls: Stingray internals
Fenders: Road Rage Performance
Headlight: PIAA/Road Rage Performance
Taillight: Belt Drives Limited
Speedo: Dakota Digital
Pegs: Road Rage Performance
Foot controls: Road Rage
Gas tank: Road Rage Performance
Oil tank: Road Rage Performance
Primary: Belt Drives Limited/Grandeur Autoclutch
Seat: Rocky Terry
Grips: Road Rage Performance

FRONT END
Type: hydraulic
Extension: 2 inches under extension

Triple trees: raked 7 degrees
Builder: Road Rage Performance
Modifications: Perse trees/Harley-Davidson Deuce lowers.

WHEELS
Model: Arlen Ness Evil 7
Size: 21-inch front, 18-inch rear
Tires: Metzeler
Brakes: HHI front, Exile rear
Photos: Rick Hustead
Contact: www.roadrageperformance.com

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WHY WOMEN LOVE BIKERS

I'D RATHER LAUGH WITH THE SINNERS

"I don't know who you are anymore," my mother said to me as we were sipping our coffee at Brueggers on a recent Thursday morning. She was lamenting that, lately, my main topic of conversation is always about bikers. I spent the next half hour trying to convince my mother that I was always like this, she just never noticed until now. Didn't you notice that I never went after "suits" I asked her, or that I always liked the guys who had a wild side? I reminded her she had once dubbed me the "black sheep" of the family, instead of my four mischievous brothers, as everyone would have assumed. I also reminded her of the simple fact that my wardrobe consists of 90% basic black and my favorite jacket is my leather.

My introduction to motorcycles was when my cousin, Vinny, took me for my first ride around the block when I was 15. I never forgot how much I loved it. I remember as a kid, sitting on a Saturday afternoon one day at my family's pizza place, The Pizza Nook, and watching a pack of bikers ride by. I got up and went outside to watch them all fly by and secretly wished that I were part of that pack. I think about that now whenever I'm riding in a pack and smile to myself realizing that the biker genie must have heard me and continues to grant my wish.

So I thought about what it is that makes women like me so attracted to bikers. I can't attribute it to just one thing. I tell my friends that just the sight of a biker's boot on the pedal can turn me on. Is it the "edginess" that these guys seem to have in common, that extra little element of danger that seems to linger around them like an invisible little devil on their shoulder? And, by the way, bikers always seem to be so damn sexy…the way they walk, the way they talk, the way they dress, that menacing twinkle in their eye, the extra machoness that comes naturally to them. Yet there is always a heart and I love to search and find the hearts of those devils. Many possess an inner strength, usually the result of some kind of pain, which just adds to their intensity. I love those desperado types.

Yet, this love of bikers does not limit me from other ventures in life. I am an excellent secretary, religion teacher, mother of three; I love to play the piano, enjoy dark, haunting Broadway shows like *Phantom of the Opera*, love to crochet and make baby blankets and just happen to love hanging out with bikers. "What a woman!" a male friend of mine recently remarked, when after rocking out together to a Guns N' Roses tune, I asked him to listen to a selection from a Puccini opera. He thought it was cool that I could enjoy both extremes. What can I say? I love diversity. And I love the excitement I feel when I'm around these guys. When Dino [*Easyriders* photographer Dino Petrocelli] bought his first motorcycle, someone told us that we were in for the time of our lives. This was so true. I've met so many good people since we started riding, many whom I know will be lifelong friends.

I love watching bikers when they first meet up with each other—the way all the guys circle the bikes and just stare at them for a respectful amount of time, commenting on how "sweet" the bike looks and praising the paintjob, etc. I found myself recently doing the same thing, circling the bike and examining all the details and what kind of pipes were on the bike. I am still not able to

Photo: Dino Petrocelli

identify the kind of bike I'm looking at without verifying it with someone else, but I've definitely learned the difference between a Sportster and a Road King.

Sometimes when I'm riding on the bike with Dino, my mind wanders and I start solving all kinds of little dilemmas in my head. Riding seems to open my mind to possibilities. Maybe it's being out in the open air, I don't know, but I will sometimes hop off the bike with less to worry about then when I hopped on because I have the problem solved (at least mentally). This is probably one of the reasons guys love to ride too. This is their own brand of harmony and an excellent way to chase away some shadows.

Then there's the really cool thing that you can take a motorcycle ride one day, meet about five or 10 new people and be instant friends just by sharing the ride together. Everyone accepts each other, no questions asked, no judgments, no prerequisites to join the club, all just the love of riding in common. I can't think of any other instances in my life where this is true. I love how I can be a friend with male bikers without any romantic pretense or expectations. Sure, there's always some level of attraction and of course we all love to flirt, but I never feel I have to worry about impressing anyone to get them to like me in this realm. It's an instant camaraderie and it's unique, special and comfortable.

I know that not every woman gets excited at the sound of a Harley in the distance or turned on by a sea of black T-shirts and bikes, but I also know I am not alone. I am a woman who loves bikers—hear me roar! I will not settle into middle-age repose, becoming a couch potato and watching my kids take over the world now that they don't need me as much anymore. My heart now beats louder for the man dressed in black waiting for me to take his hand. No more dishes and soap operas to fill my free hours; give me my biker, "Free Bird" in my ears, and a day in the wind—that's my paradise.

I am once again charmed by the sight of Dino with his doo-rag and sunglasses on, nodding his head for me to hop on the Harley. My spirit is released as we head out on the bike, passing fields and fragrant flowers along this particular journey and I laughingly admit to myself that I am enjoying this way too much. If that's a sin, I echo Billy Joel when he sang, "I'd rather laugh with the sinners than cry with the saints."

— *Lisa Petrocelli*

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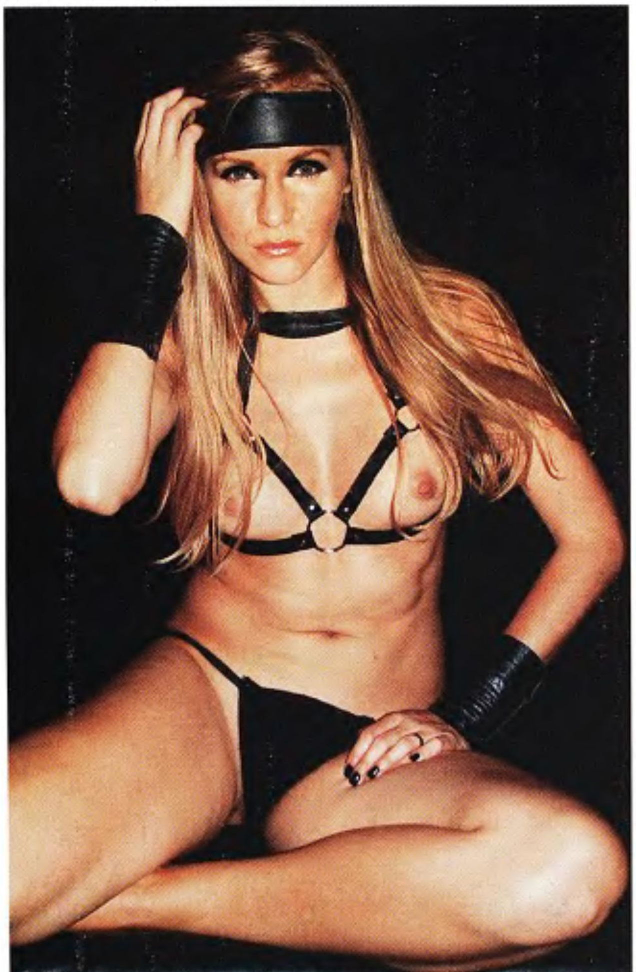
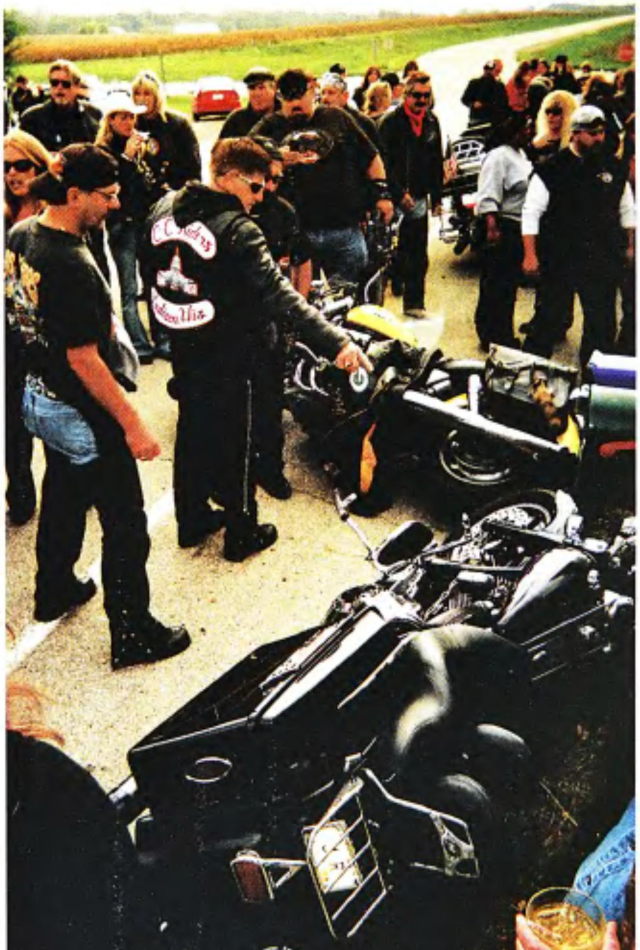
Still the best way to see America. *—Don Kates, Shooters Images, North Aurora, Ill.*



Daniela is harnessed for fun. *—Woody Hayman, Rome, Ga.*



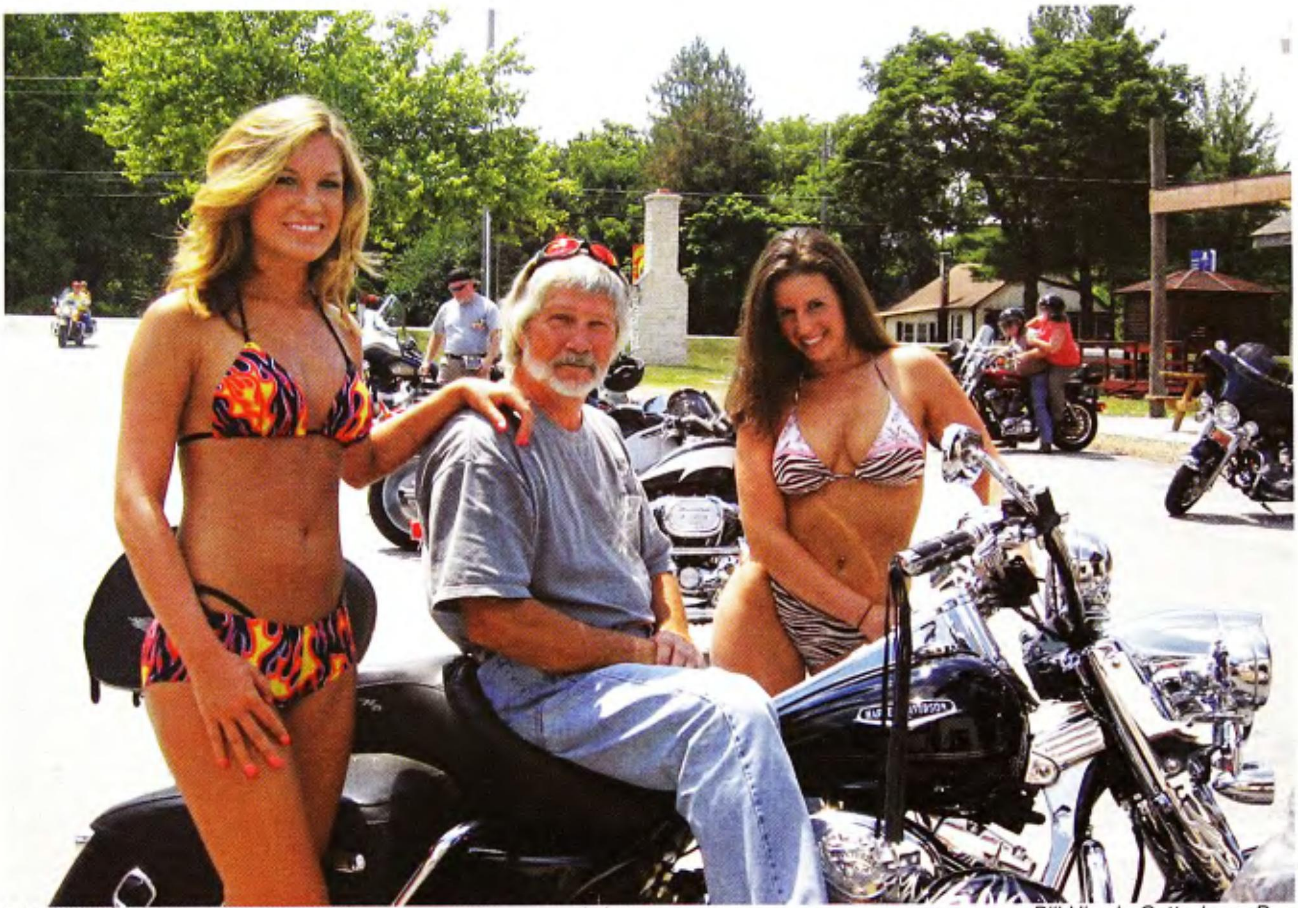
"That was one helluva sneeze!" *—Kurt Messner, Verona, Wis.*

Summer is here, bro…chill out. *—Russ Grandys, Morris, Ill.*

Mighty tight, even in nightlight. *—Norm, Daytona Bike Week 2008*

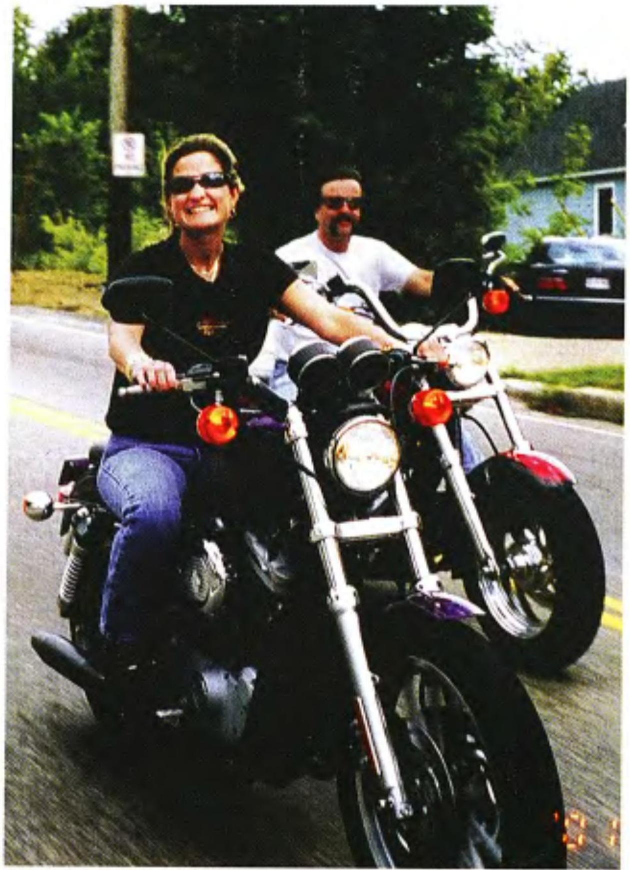
Classy Euro chick. *—John Vander Made, Eindhoven, Holland*

Cruising to Sturgis 2007. *—Mur Baron, Scottsdale, Ariz.*



Friendly Welcome Wagon hosts offer pre-ride snatch...er, snacks! *—Bill Hirsch, Gettysburg, Pa.*

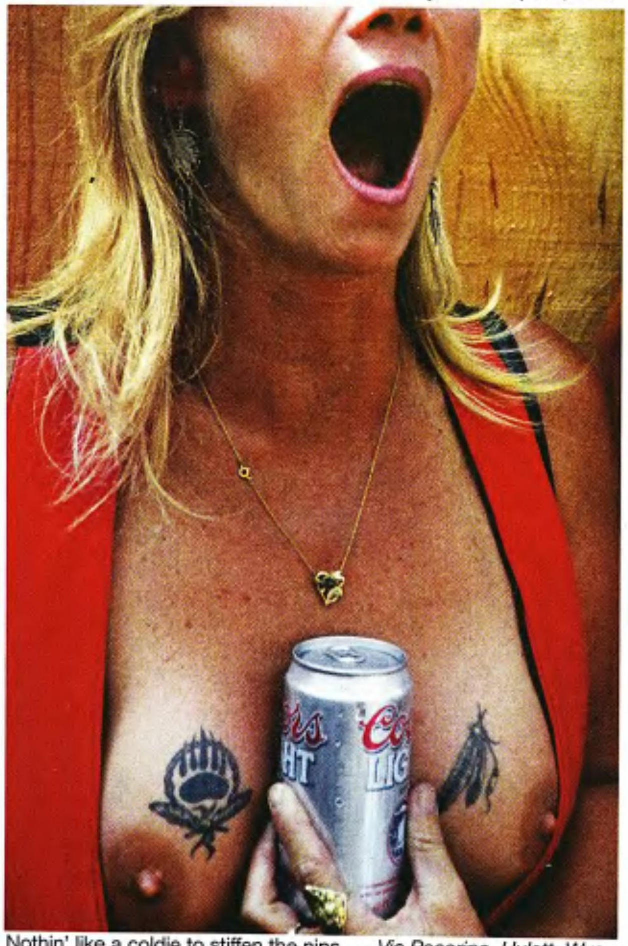
For this 21-year-old biker, his first Sturgis was like having your cake and eating it too. *—Stripe, Broken Spoke Saloon, Sturgis 2007*



Rides her own—a 1200 Sport. *—Ann Hendry, N. Hampton, N.H.*

Big Sky bros pal-up. *—Mike Spackman, Whitehall, Mont.*

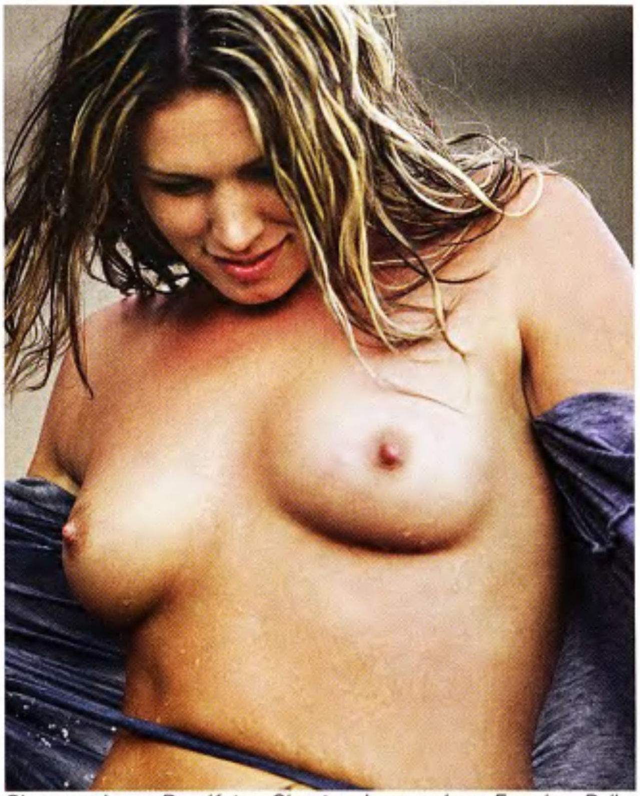
Beautiful babe on Boss Hoss. *—Beemer, Isleton, Calif.*



Nothin' like a coldie to stiffen the nips. *—Vic Pecorino, Hulett, Wyo.*

Charge of the Servi-Car brigade! *—Mike Ekberg, Ft. Collins, Colo.*

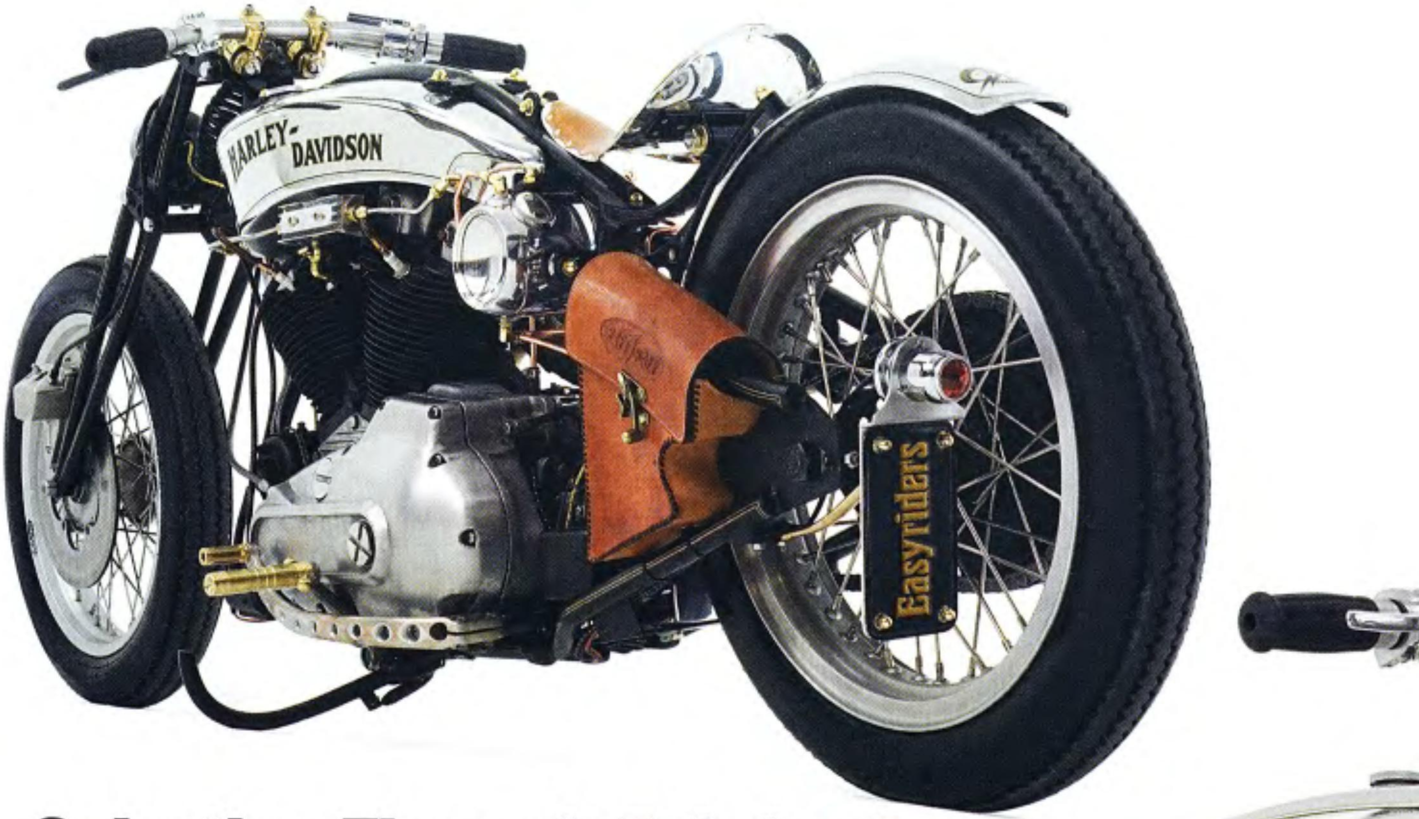
Pippi Large Lungum. —*Eddie Antee, Atwood, Tenn.*



Oh, mama! —*Don Kates, Shooters Images, Iowa Freedom Rally*

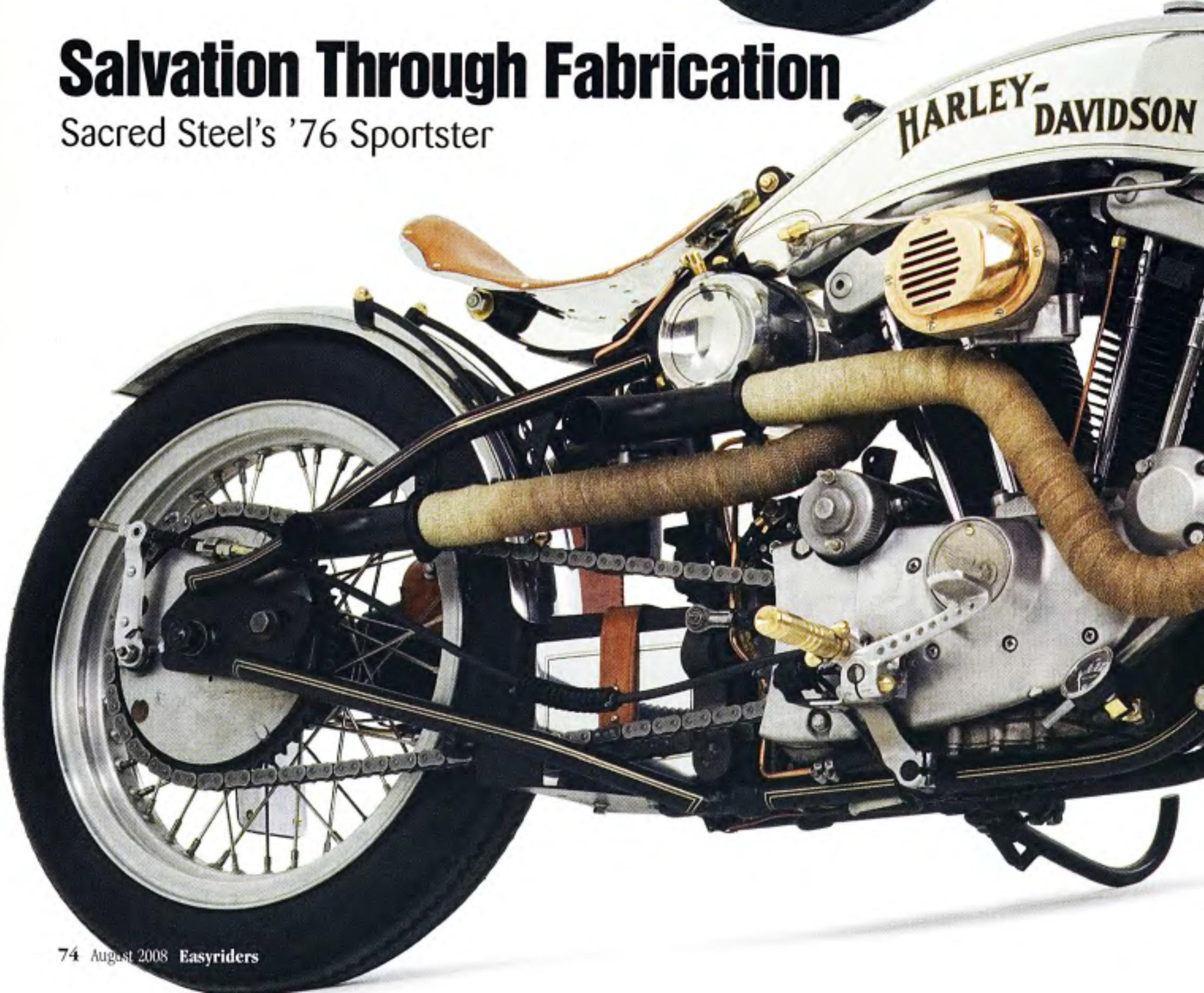
They made it from Oklahoma to Daytona for Bike Week 2008. —*Norm Begley, Claremore, Okla.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.



Salvation Through Fabrication

Sacred Steel's '76 Sportster



We first witnessed that old-time religion that Sacred Steel practices when we met Jason Wilson at the Ink & Iron Show held annually in Long Beach, California. He had a couple of his gnarly Harleys on display and we were hooked when he mentioned that he used a floor drain grating for the bike's air intake. Then it got stranger and stranger—and cooler and cooler.

It seems the L.A. Coroner's Office even contributed to the project seen here. Not toe tags, but pieces of various metals got recycled into this '76 Sporty. Jason picked up the U.S. Centennial year XL for about $4,200. "It was kind of a Frisco-style chopper and pretty goofy, but the plan was to ride it back and forth to work to save gas—just some basic transportation. But then people started giving me a hard time, saying a Sportster could never be cool. That made it kind of a challenge."

You could say "basic transportation" then ran amuck. Jason started messing around with odds and ends cast from brass, steel, aluminum, stainless steel and copper. Some of the parts were found in plumbing supply stores. He bolted many handmade pieces together, with an artist's eye for precious metals that would look good even at triple digit speeds.

Jason pulled the Sporty apart, cut the frame, then pieced it back together so the gas tank he hand beat from aluminum flat stock would fit. He also fabricated the rear fender. "I had looked through a lot of books and came up with this over-stylized version of a 1920s boardtracker." Seems to be a hint of Flying Merkel in the sculpted gas tank. And

that girder front end was taken off an old Honda someone had tried to morph into a chopper.

It all revolves around Jason's motto: "Salvation Through Fabrication." You could add, "Creation Through Selection." He practiced what he preaches when he resurrected an odd assortment of cast aside components like the headlight from a golf cart, the exhaust clamps taken from fire sprinklers. The stainless handlebars Jason fabbed from a wheelchair sourced from a hospital where welds as his day job. At night he's back to his garage stitching things together into the wee hours of the morning. He's no Dr. Frankenstein, but he does have a way with body parts. "Yeah, some of the stainless steel pieces, like the battery box, came out of the Coroner's Office, where I also do some welding. We like to do whatever it takes to make it cool, so we like to scavenge."

Jason set Sacred Steel in motion about 10 years ago and was setting trends before the trends knew they were trends. "It was going good from the start since I was doing stuff back then others weren't, like specialty gas tanks. I was getting a lot of outsourcing fabrication work from different shops." Jason also got some TV coverage, including a segment on ESPN2's *Chopper Nation*, but his stuff really hit it big overseas, especially in Japan, where his work is in high demand. His rep for crazy cool stainless steel gas tanks, an extremely difficult material to work with, keeps him in demand, but he does take time to build a bike now and then. Summing up his range of talent, a T-shirts he sells reads: "We Weld Everything But Broken Hearts."

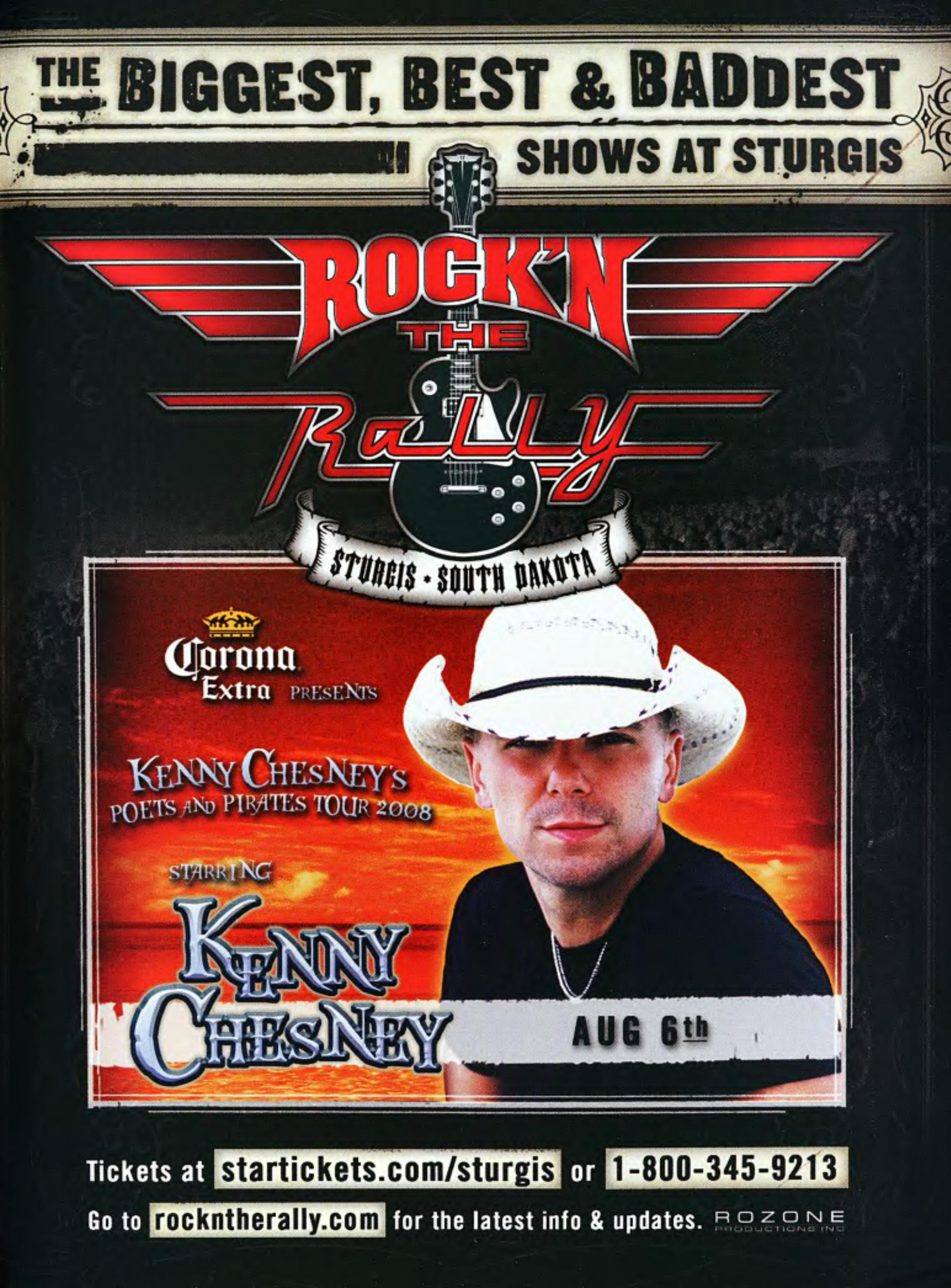
Jason continues to enjoy this revived XL as his get-to-work bike, but he's also run it out at El Mirage. "They wouldn't let me run officially because I didn't have the right tires, just these old Firestones, so I went off to the side and rode it anyway—it was a blast."

Bikes Jason has just finished include an all-stainless steel '56 pan and a '46 knuckle built with the boardtrack look. So if you're searching for your own blast with a past, Jason will weld, stitch, scavenge and hand-fabricate something based on your personal input that will give you a religious experience. They don't call it Sacred Steel for nothing.

—*Paul Garson*

HARLEY-
DAVIDSON

Owner: Sacred Steel/Jason Wilson
City: Southern California
GENERAL
Designer: Sacred Steel
Fabrication: Sacred Steel
Year and make: 1976/2006 Custom
Model: XL/Special Construction
Assembly: Sacred Steel
Time: 6 weeks
ENGINE
Year: 1976
Model: XL
Ignition: Harley-Davidson
Displacement: 1000cc
Lower end: Harley-Davidson
Pistons: Harley-Davidson
Heads: Harley-Davidson
Cam: Harley-Davidson
Carb(s): Bendix
Air cleaner: Sacred Steel
Pipes: Sacred Steel
Transmission: 1976 Harley-Davidson
Modifications: none
Shifting: foot
PAINTING
Painter: Aggressive Designs
Color/type: satin black
Special paint: Rustoleum/One Shot
FRAME
Year: 2006 one-off custom
Builder: Mad Mike & Sons/Sacred Steel
Type: rigid
Rake: 40 degrees
Stretch: 4 inches out/2 inches down
ACCESSORIES
Bars: Sacred Steel
Handlebar controls: modified PM
Fenders: Sacred Steel
Headlight: Sacred Steel
Taillight: modified Vincent
Pegs: Sacred Steel
Electrics: Sacred Steel
Gas tank: Sacred Steel
Oil tank: Sacred Steel
Oil system: dry sump/remote filter
Seat: Riff Raff/Sacred Steel
Mirrors: none
Grips: Harley-Davidson
FORKS
Type: girder
Extension: 12 inches under
Builder: modified Sacred Steel
WHEELS
Size: 18-inch
Wheels: Harley-Davidson
Tires: Firestone
Brakes: disc front, drum rear
Photos: Rick Hustead
Contact: Sacred Steel Cycles; 323-762-3185; www.sacredsteelcycles.com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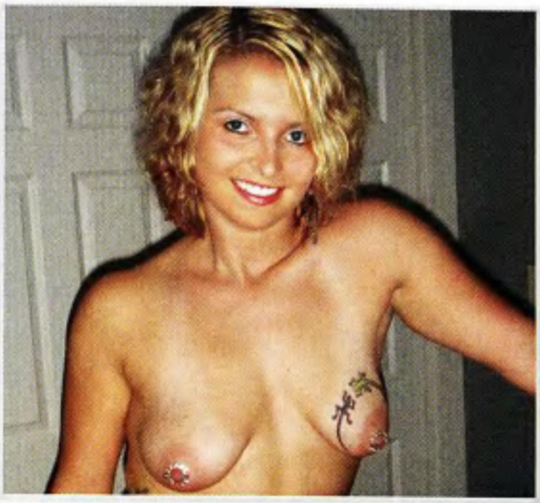
FoxHunt

Meet March's Winner

There are times that a woman's look speaks volumes. Many times they remind me of the RCA dog, but, whatever. This look that your March Fox Hunt winner, Jamie, is giving us was taken right after we asked her if we could check out her mailbox! See, this all-natural beauty here, is a mail carrier. Now you *know* you're thinking of moving into *that* neighborhood, right? Just imagine having this little hottie bringing you that certified letter, smiling all pretty, batting her eyelashes, her uniform top opened just one button too many...while you sign the form, accepting that letter from the IRS stating they are about to seize all you assests. Heaven. Yup, this look says it all. Look but don't touch. And, ask me that question again and I will personally hand stamp your package that looks like a penis...only smaller!

—*Phil MaCrevis*



Kelly—Massachusettes

#0801

"It was on one of the coldest days of the year. The combination of the freezing air and the heat from the engine between my legs is a feeling I will never forget!

Mya—Arizona

#0802

"Living in Arizona, there's nothing I enjoy more than riding around without a helmet and holding the rider between my legs."

Win $1,000!

Rebel–Michigan

#0803

"I have never had the opportunity to ride a Harley. So if there's someone out there that's willing...."

Felix–Wisconsin

#0804

"I've read what the girls put in here about the vibration, how wet they get, etc., so I had to find out for myself. They were so right!"

Bridget–Tennessee

#0805

"The first time I rode a Harley was on the way to the Thunder on the Rock Motorcycle Rally in Tennessee. The ride took about an hour and riding on a metal fender, no seat, took some getting used to, but I hung on."

Donna–Georgia

#0806

"My first ride on a Harley was like the first time I had sex. It's so damn great I do them both everyday! Rain, sleet or snow, I stay on the go!"

FoxHunt

Win $1,000!

After 35 glorious years of sharing "biker girls next door" with our readers in the monthly Fox Hunt Contest, *Easyriders* is proud to announce that we are doubling up on the winnings! That's right ladies, win $1,000 by being selected as our Fox Hunt Winner of the month and get a photo spread in *Easyriders* magazine! You can also submit your application online by going to www.easyriders.com and clicking on Fox Hunt.

We're looking for the best-looking, real-life, bike-lovin' babes to show their stuff in our pages. If your entry is submitted by a photographer and selected as our monthly winner, the photographer gets $300 for sending in the photo; the Fox Hunt Winner gets $700 for modeling at our studio or choice of location. Girls, send in your own photo and keep the entire $1,000! We'll include round-trip airfare, a personal chaperone and accommodations at a deluxe hotel for the photo shoot.

Applicants must be 18 years of age or older to be considered. The following documents are **required** of each Fox Hunt entrant who submits by mail:

- Entry photos must be topless. **No Polaroids or scanned photos!**
- The release form (on this page) signed and a photocopy of model's drivers license.
- A photograph of the model holding the signed release form and her drivers license.

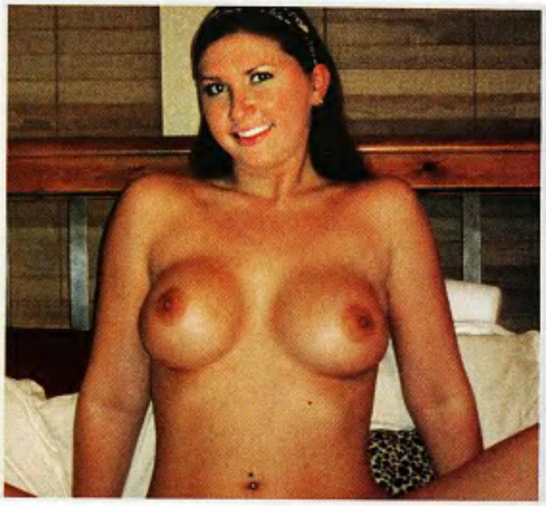
Please submit three to five color prints, color slides, or digital images (4x6 300DPI minimum on a disc). No photos will be returned and all entries become the property of Paisano Publications, LLC. Send your entry to: *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

The contestants are selected by our lecherous staff, and the winner is determined by reader votes, based on how many votes are received in the mail during the voting period. Final judging will be based partially on the contestants' reasons — in writing — for wanting to pose for *Easyriders*.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard — or on the back of a sealed envelope — and mail it to #422 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes, either by mail or online at **www.easyriders.com** (then click on Fox Hunt), July 8, 2008. The voting deadline for this month's crop of cuties is July 31, 2008. We'll announce the winner in the December 2008 issue.



"And the sailor's say, 'Brandi, you're a fine girl...; Trust me, the sailors don't know half of what we know. C'mon back next month and see the amazing Brandi in all sorts of positions.

422

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

I certify that I am at least 18 years of age and am possessed of full legal capacity to execute this authorization. I hereby give Paisano Publications, LLC, its successors and assigns, and those acting under its permission or upon its authority the complete and unrestricted ownership of and right to (a) use, publish, print or exploit for any and all commercial purposes the Photographs submitted with this application, and (b) to use my name and editorial text along with such Photographs, which text is in the sole discretion of Paisano Publications. I further agree that if I am selected as the winner of the contest, I will, subject to the payment of appropriate valuable consideration, sit for an *Easyriders* photo shoot, and this authorization shall extend to photos created from such photo session.

Model's Name:
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I will pose: ❑ Nude ❑ Topless only
Model's Signature:

Photographer's Name:
Address:
City: State: Zip:
Daytime Phone: ( ) Evening Phone: ( )
Photographer's Signature:

Models, please send a photocopy of your picture I.D. that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley:

Remember, an application can also be submitted on-line, and guys, you can now vote for your favorite girl that way, too. To do either, just go to www.easyriders.com and click on Fox Hunt. ***Don't forget to vote! These girls are depending on you!***

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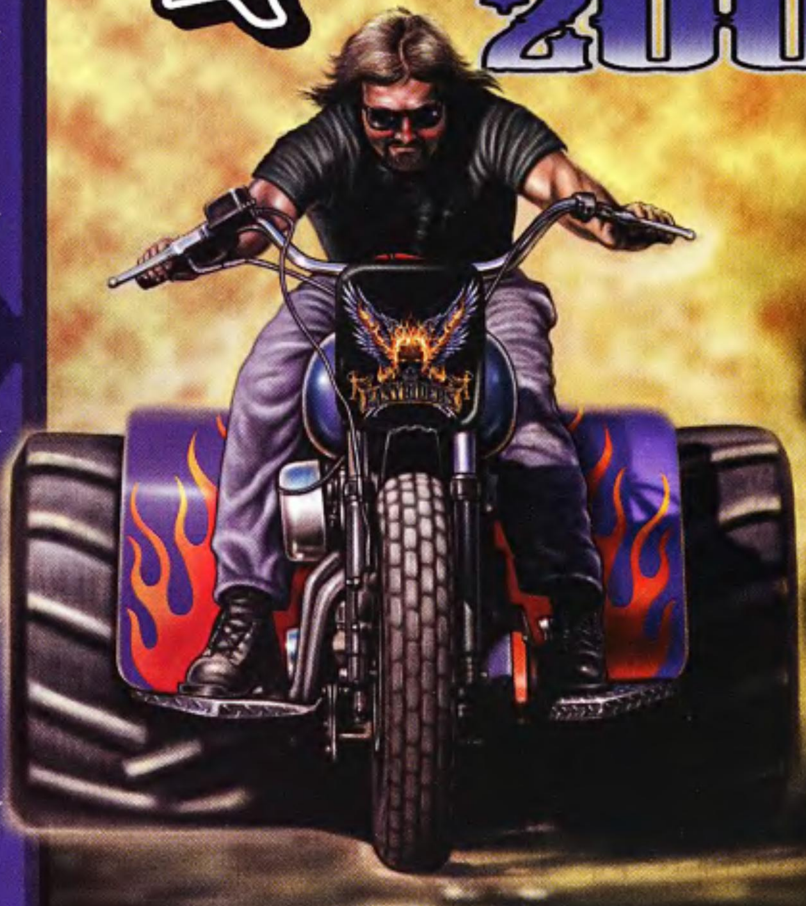

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America is experiencing a bit of downward trend economically. People are getting laid off and some are even losing their homes to foreclosures. Even motorcycle manufacturers can't help but feel the squeeze as they face having to slow down production and cut down their staff. Sadly, some manufacturers couldn't weather this economic downturn and have been forced out of business.

There may be relatively fewer OEMs today than 10 years ago, but the ones that remain understand the changing needs and tastes of the two-wheeled market. In this, our annual pick of Top 10 American Production Bikes; you'll notice more basic and stripped-down models are available to fit tighter budgets. We couldn't help but shine the light on some of these low-buck bikes in the Top 10, but the high-end market is also well served, as you will see.

What seems to stay constant through good and bad times is a biker's appreciation for a good ride and good times spent with brothers and sisters. In these times of soaring gas prices, riding a motorcycle is still the most fun you can have on a fill up.

—Ben L.

EASYRIDERS' TOP 10 PRODUCTION BIKES OF 2008

HARLEY-DAVIDSON
CROSS BONES

Harley's Cross Bones Softail is an authentic bobber born in Harley-Davidson's styling department under the benevolent tutelage of none other than Willie G. Davidson. The bike is powered by a fuel-injected 96-inch Twin Cam motor and 6-speed Cruise Drive transmission. The styling elements on this factory custom were hand-picked to define the rugged lines of a true, post-war custom motorcycle. These include: bobtail rear fender and chopped front fender, laced wheels with gloss black rims, adjustable sprung solo seat, cat's-eye tank console, 5-gallon Fat Bob fuel tank with hand-laced leather panel and lots of pinstriping. Kinda looks like that bike in the new Indiana Jones flick. The Cross Bones starts at $16,795.

Info: your Harley-Davidson dealer; www.harley-davidson.com

BIG BEAR CHOPPERS
PARADOX

The Paradox is the first Big Bear Choppers production motorcycle to roll out with a 23-inch front wheel and a 20-inch rear wheel. It features a molded downtube cover that not only decorates the motorcycle's front lines, but also acts to hide the less-than-desirable clutch cable. The oil tank is BBC's signature large capacity unit, featuring a unique concave molding. Very cool. Scoring additional style points are the front and rear fenders that sport a subtle ridge that fades away at the halfway point. The motorcycle's exclusive swingarm design comes with a cover that hides the tubular frame structure, axle adjusters and brake line; that's even more eye candy for this slick sled.

PARADOX

The Paradox is powered by BBC's 100-inch Smooth motor with an EFI option, or by a 114-inch S&S X-Wedge EFI engine. The Paradox is not everybody's bike, but why would you want to own everybody's bike? A mere $31,900 will get you yours.

Info: 909-878-4340; www.bigbearchoppers.com

BIG DOG
PITBULL

A short bike (below) with plenty of go and remarkably agile riding qualities, the Pitbull has been a favorite model of ours since its inception in the manufacturer's early years. Big Dog decided to give the Pitbull a new look and modified it pretty dramatically by giving it new shoes. The

Pitbull now rides on a trendy 23-inch wheel up front and a 20-inch rear rim that's shod in 280mm rubber sits in the back. Still a rigid-framed motorcycle, the Pitbull now features a sprung solo seat and a profile that evokes the lines of a board track racer. This is due in no small part to the use of an all-new, angular gas tank. The Pitbull starts at $27,500.

Info: www.bdm.com

BRASS BALLS BOBBER

Brass Balls Bobbers are considered by the company's president and designer Dar Holdsworth as, "The above average bike for the average Joe." With bikes starting at $16,995, this indeed appears to be the case. "The reason we can deliver such a sharp and creative motorcycle at such a competitive price is because of the economies of scale that are built into our manufacturing process," says Dar. "We feel that everyone who wants a custom bobber should get one. We have built a motorcycle that has everything that you need and nothing that you don't at a smoking price."

These bikes are assembled in a 10,000 square-foot multi-purpose manufacturing facility in Oklahoma City and come with

your choice of three engines: Harley-Davidson Evo, SH-Series S&S (shovelhead) or a unique, re-engineered Indian Power Plus engine.

Info: 928-814-2935; www.darwinmotorcycles.com

DETROIT BROS.
ASSAULT

You too can give conformity a vigorous kick in the teeth—Detroit style—with the Assault rigid (below). Born deep within the disturbed brains of toxic twins Dave and James Kaye of Detroit Bros., the all-new Assault leaves no one indifferent thanks to its uncompromising street punk styling. Powered by an 80-inch Harley-Davidson Evo motor—the only sane element of this bike—the Assault seems poised to take over the urban jungle with authority.

If it's stripped-down to a motorcycle's simplest expression, the Assault still

comes with a host of desirable custom features such as a radically designed Detroit Bros. frame featuring a severely dropped seat pan. It also has a spun aluminum Moon oil tank, Brembo front and rear brakes, Jaybrake hand controls, and a Tauer Machine open belt drive. Many of Detroit Bros.' own components are used, from handlebar risers and fuel tank to taillight and license plate bracket. The Assault can be yours for $19,995.

Info: 248-542-5255; www.detroitbros.com

HARLEY-DAVIDSON
DYNA WIDE GLIDE

An instant classic since its inception, the Harley-Davidson Dyna Wide Glide has been an icon and has met the needs of countless riders who wanted to enjoy the style of a custom motorcycle without sacrificing the comfort and handling of a great road bike.

Available only as a Limited Edition 105th Anniversary model in '08, the FXDWG Dyna Wide Glide displays the classic chopper profile with a bobtail rear fender and wide, raked-out 36-degree forks holding a 21-inch chrome laced wheel. Fat mini-apehanger handlebars and a stepped seat complete the theme. A two-tone paint scheme in Anniversary Copper and Vivid Black is traced with orange and pale gold pinstriping. The 105th Anniversary Dyna Wide Glide retails for $17,620.

Info: your Harley-Davidson dealer; www.harley-davidson.com

VICTORY
KINGPIN 8-BALL

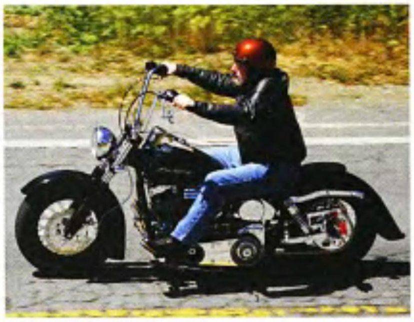
We picked the Victory Kingpin 8-Ball for our Top 10 because it's a bike that dares to be simple. With blacked-out body paint, engine and wheels and bars, there is little chrome to polish on the Kingpin 8-Ball, a bike that makes it presence

ominous in every sense of the word. But along with all its primal appeal, it is packed with an equal amount of raw horsepower and road-ripping performance, in the form of Victory's own 100-cubic-inch Freedom V-twin. The Victory Kingpin 8-Ball retails for $13,999.

Info: your Victory dealer; www.victorymotorcycles.com

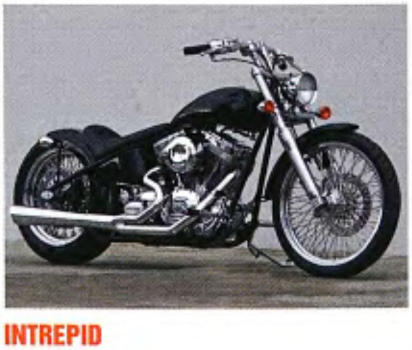
SUCKER PUNCH SALLYS
SWINGER

Sucker Punch Sallys Motorcycles is a manufacturer that believes you can offer production custom bikes that not only can be registered and insured, but also stay true to traditional biker values. For the first time, SPS is offering a bike with rear suspension: the Swinger. This is the motorcycle you want for a long trip. Exterior shocks provide a supple ride and the Swinger can be accessorized with a windshield, highway bars and saddlebags. It also features a larger power plant



with 6-speed transmission and a 2-into-1 exhaust combination that make it ideal for highway travel and nimble for around town rides. The Swinger retails for $24,995.

Info: www.suckerpunchsallys.com; 602-361-3166



INTREPID
SNUB NOSE

Intrepid Cycles is hell-bent on offering their customers top-quality motorcycles, and it certainly shows with our Top 10 pick: the new Snub Nose modern rigid. Swift and nimble thanks to its 200 rear tire and straight-up front end, the Snub Nose is powered by a two-cam 111-inch S&S motor featuring I.S.T (Intelligent Spark Technology). The motor is mated to a Baker 5-speed transmission and the bike rides on chromed laced wheels—a classic combination. The Snub Nose comes with a two-year unlimited mile warranty and is priced at $24,900. Intrepid Motorcycles is establishing a rapidly growing number of dealers in the U.S., so check out their Web site to find one near you.

Info: 951-506-8999; www.intrepidmotorcycles.com.

ORANGE COUNTY CHOPPERS
SR CRUISER

Orange County Choppers launched the OCC Motorcycles Limited Edition Production Bikes so that riders everywhere can experience the thrill of owning an OCC creation.

The OCC SR Cruiser is a classic redefined. A completely re-imagined old-style glide, it retains the essential elements of a true bagger: stability, storage and comfort. The SR Cruiser has a dual gas tank and twin exhaust pipes that exit out the side of the saddlebags. Tradition ends with the aesthetics though, as OCC chose a very modern powertrain to move this bike: the EPA-certified S&S X-Wedge engine. The motor and transmission are housed within the tubular structure of a custom frame that's tied to a 240mm rear wheel. Over it is a pair of extra-wide bags that increase the cargo area and a uniquely designed seat that brings a finishing touch to this new-school roadster.

Info: 845-457-1992; www.occmotorcycles.com.

PERFECT POWDERCOATING
Sumax Makes It Look Easy

Over 20 years ago Kirk Van Scoten, the owner of Sumax, was searching for ways to add color to metal. He tried anodizing, but the colors faded with motor heat and sunlight, plus the process was limited to billet aluminum. Then Kirk looked at powdercoating. You could powdercoat cast parts, steel parts, just about anything metal. It had a durable epoxy finish but trapped in heat and had a god-awful orange peel finish. Kirk purchased a powder gun, made a spray booth and started experimenting with powders and spraying techniques. He then contacted Eastman, a company that was just beginning to manufacture powders. After collaborating with Eastman for the next two years to develop a combination of polyester and polyurethane powders that would dissipate motor heat, he was ready to produce a high-quality, durable finish.

No one offered a turnkey system at the time, so Kirk designed a system from scratch. At the heart of it was a state-of-the-art compressor with coolers and a series of filters. He also put machines in place to strip off old paint, to clean metal surfaces and prep the parts for powdercoating. A monorail system was designed and installed by the Sumax crew to keep the handling of parts to a minimum. An inline spray booth with variable air speed controls and a curing oven large enough to handle even the longest chopper frames was also put in place. The final touch was an air makeup system that would keep the building's air pressure stable with clean filtered air and improve health conditions.

Kirk visited long-time friends and renowned custom bike painters Dave Perewitz of Cycle Fab and Tom Pruit of Damon's to observe how they achieved their spectacular custom paint results. Their techniques and quality controls were utilized in the Sumax powdercoating process. In 1986, Kirk launched the first company to offer powdercoating dedicated to the Harley aftermarket.

Today, when parts are received at Sumax, each is tattooed with a computerized work order number that creates a permanent record of ownership. This ensures customers get their own parts back. The preparation of parts prior to liquid or powder paint ensures positive results.

Photos: Sumax

Next, parts go through cleaning stages that employ alkaline cleaners. If parts require stripping, Sumax uses an organic stripper that is safe for the parts and the environment. Once thoroughly cleaned, parts are out-gassed in a special oven at low enough temperatures to prevent any metal distortion. Then the parts go to the deburring department where edges are cleaned and rough castings smoothed. Next they are uniformly glass-beaded in cabinets where the pressure can be adjusted. All areas that require masking, like heads with flow work, are properly masked prior to blasting and the oil passageways are thoroughly flushed. Parts then head to the pressure island system, which is a state-of-the-art wash and phosphate station that prevents future rusting and ensures good adhesion characteristics. It really sucks to send your motor somewhere to be detailed and have all the paint fall off.

The next step for parts is a trip to the masking area where quality masking tape is used for crisp lines with no sticky residue. This eliminates having to have your mechanic clean the gasket surfaces and chase the threads. This also makes for more productive reassembly time.

From the masking department parts are staged on the monorail system ready for paint, and Sumax has a wider variety of colors to choose from these days. They are smooth as glass and will not fade in the sun or with motor heat. Candy colors are always popular, but Sumax's high-gloss black is their trademark. Kirk has worked with House of Kolor founder, Jon Kosmoski to offer many matches to their superior liquid paint. Sumax offers sample color panels to their customers at no charge so you can hold the sample panel up to your bike for an exact color match.

Inside the custom paint booth, a spray-gun shoots out the powder with a positive charge to a part that is grounded by the monorail. Whether shooting liquid or powder, it all comes down to a successful technique coupled with years of experience.

From here the parts are cured in a big walk-in oven via the monorail system. All parts are painted at low temperatures to eliminate any possibilities of metal distortion. Depending on the color and the number of layers desired, a part may repeat stations of the process. Once parts exit the oven and cool, they are detailed to the max. Parts are wrapped in light, non-scratch foam, followed by heavier foam for protection to ensure the prized parts arrive back to the customer perfectly.

Sumax powdered products, including motorcycle parts, outdoor sport scoreboards and high-end penthouse greenhouses, can be found all over the world. You may remember seeing their handy work for several years on the *American Chopper* TV series on TLC.

In addition to the powder being beautiful and durable, it is "green." It is created using an environmentally friendly process producing zero emissions.

— Gearhead

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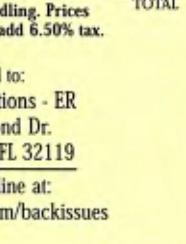

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1988											185	
1990								206				
1996							277		279			
1997									291			
1998			297									
2000												330
2001					335		337	338		340	341	
2002		344					349	350	351		353	
2003	355	356			359	360	361	362	363	364		366
2004	367	368	369	370	371	372	373	374	375	376	377	378
2005	379	380	381	382	383	384	385	386	387	388	389	390
2006	391	392	393	394	395	396	397	398	399	400	401	402
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2008	415	416	417	418	419	420	421					

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A Bike Befitting The Name

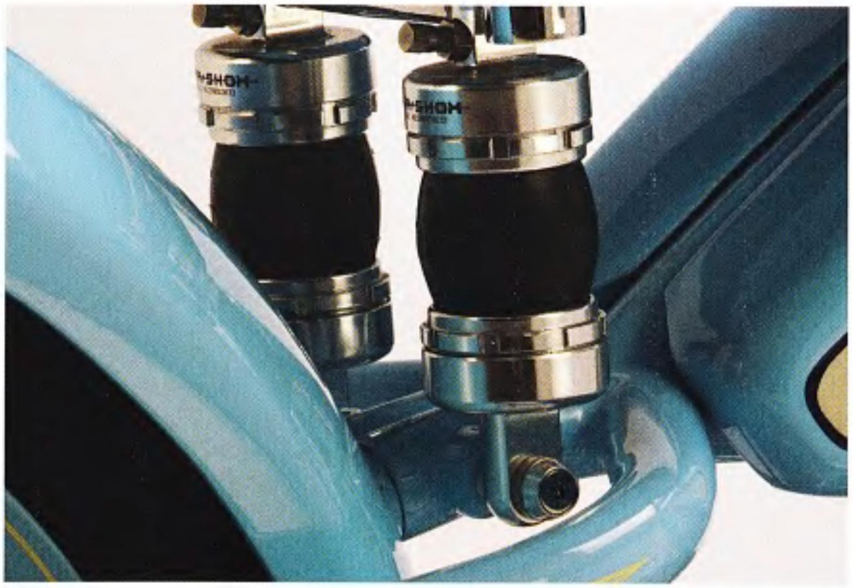
HUEY SCHWEB'S BRAND-NEW **CLEVELAND**

The Cleveland Motorcycle Manufacturing Company located, where else, in Cleveland, Ohio, is alive and well. This isn't the first time, either. Starting in 1902 and running right up to the Great Depression, Cleveland was one of the many motorcycle manufacturers trying to give Harley-Davidson a run for its money. It didn't work and Cleveland—like so many other American motorcycle companies with big dreams—went under. In 1996, Huey Schweb acquired the rights to the name of that long-defunct company and re-badged his Performance Engineering company to become the new Cleveland Motorcycle Manufacturing Co. Huey and his crew are building everything from bobbers and choppers to baggers and streamlined and swoopy customs—and bikes like this one belonging to Huey Schweb himself.

Cleveland

It all started with an old '44 UL flathead engine Huey had around the shop. He wanted to put it to good use. He came up with a really old-school bike, something reminiscent of the "teens" and '20s and celebrating the original Cleveland Motorcycle Company's heyday. And it was all just for fun.

Cleveland's Jesse Bassett says there was a lot of special fabrication here. Working from that vintage flathead engine that Huey rebuilt himself, everything else was assembled around it. A brand-new Redneck Engineering frame was sliced and diced in every way imaginable to downsize it to the diminutive scale of the ancient Harley-Davidson powerplant. The UL Flatty, an 80 incher, is roughly 10 inches shorter than Harley's latest offerings. That Redneck frame was shortened considerably and its backbone lowered accordingly. All this was matched with a Redneck Engineering springer front end. Jesse took care of the sheet metal work, building the tanks, going the extra mile to gently roll every edge to an exact and uniform fillet all the way around. Each tank is separate and slides in place. One side



holds gasoline only; the other is split to carry both gas and oil. The ancient engine was matched with a late-model Harley-Davidson 5-speed transmission, that connection of the ages made with a special inner primary belt drive custom machined for the job. A Crime Scene Choppers outer cover dresses it all up.

The bike—and its 5-speed—is obviously no slavish attempt at a recreation of something old and original. There are disc brakes on both wheels. Still, there's plenty enough of the old here to go around, like the hand controls, for instance. They're 1936 BMW reverse-hand levers. They were found at a swap meet in Holland. All the wiring's routed internally through the handlebars with the brake lever cable actuating a master cylinder tucked away and hidden between those twin gas tanks. Speaking of hiding things, the magneto on Huey's UL motor is actually a custom machined housing holding a Crane HI-4. But then jumping right back into the old, the floorboards came from a 1926 Harley-Davidson JD. They've been shortened to fit and match with custom handmade pedals. Air shocks from a mountain bike tame things under the seat.

No one around the shop was sure what Huey was thinking when he announced his color choice for the bike... 1957 T-bird Sky Blue. But when it was finished, everyone had to agree the boss made the right pick—especially when it was matched with those cream accent panels and given a little pinstriping.

Huey's 21st Century Cleveland took about a year to build, the guys working on it between customer jobs as they found time. It's been finished for about a year now, and everyone also agrees it turned out just fine. It's a fun little ride. It turns heads and draws a crowd everywhere. Watch out Harley, Cleveland's back. Sort of...

—Joe Kress

Owner: Huey Schweb
City: Cleveland, Ohio
GENERAL
Designer: Huey Schweb and Jesse Bassett
Fabrication: Jesse Bassett
Year/make: 2007 Cleveland
Model: Cyclone
Assembly: Jesse Bassett
Time: too long!
Chroming: Jason's Plating
ENGINE
Year and make: 1944 Harley-Davidson ULH
Rebuilder: Huey Schweb
Displacement: 80 cubic inches
Ignition: Crane
Cam: Sifton
Carb: SU
Air cleaner: Crime Scene Choppers
Pipes: Jesse Bassett
TRANSMISSION
Make: Harley-Davidson
Shifting: 5-speed
PAINTING
Painter: Pastura Motorsports
Color: 1956 T-bird Sky Blue
Type: PPG
FRAME
Year/make: 2007 Redneck Engineering
Type: custom rigid
Rake: 38 degrees
Stretch: 5 inches

Shocks: none
ACCESSORIES
Handlebars: Jesse Bassett
Handlebar controls: 1936 BMW/Jesse Barrett
Fenders: Jesse Barrett
Headlight: Alloy Art
Taillight: Jesse Bassett
Speedo: Autometer
Pegs: Jesse Bassett
Foot controls: Jesse Bassett
Gas tank: Jesse Bassett
Oil tank: Jesse Bassett
Seat: Corbin/Jesse Bassett
Grips: vintage Harley-Davidson
FRONT END
Type: springer
Builder: Redneck Engineering
WHEELS
Make: laced
Size: 21-inch front, 18-inch rear
Tires: Avon Venom, 200-Series rear
Brakes: HHI
Photos: Michael Farabaugh
Contact: The Cleveland Motorcycle Mfg. Co.; 216-961-5151; Clevelandmotorcyclemfgco.com

THIS MONTH'S EASYRIDERS GIRL
Our *Easyriders* girl this month is the enticing Justine Joli. Those who attended last year's Bean Blossom Bikerfest may have seen this spry sprite running around totally naked save for a little body spray paint by Smitty the Titty Painter. If not... now you get to see her tits without paint! Which way's better?

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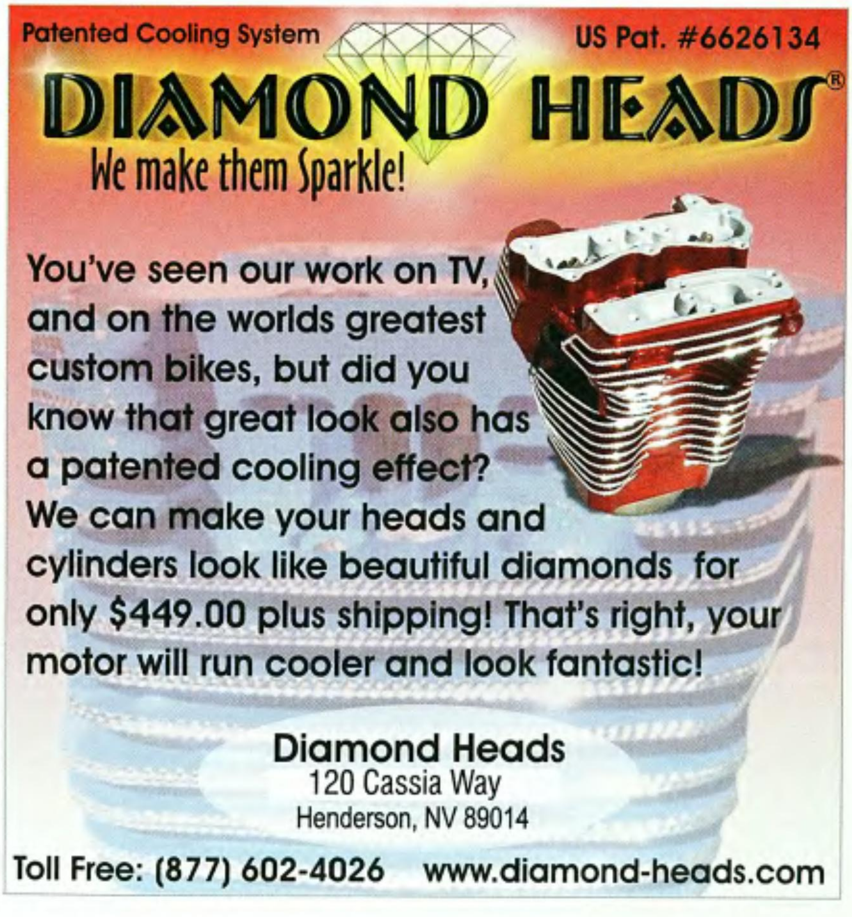
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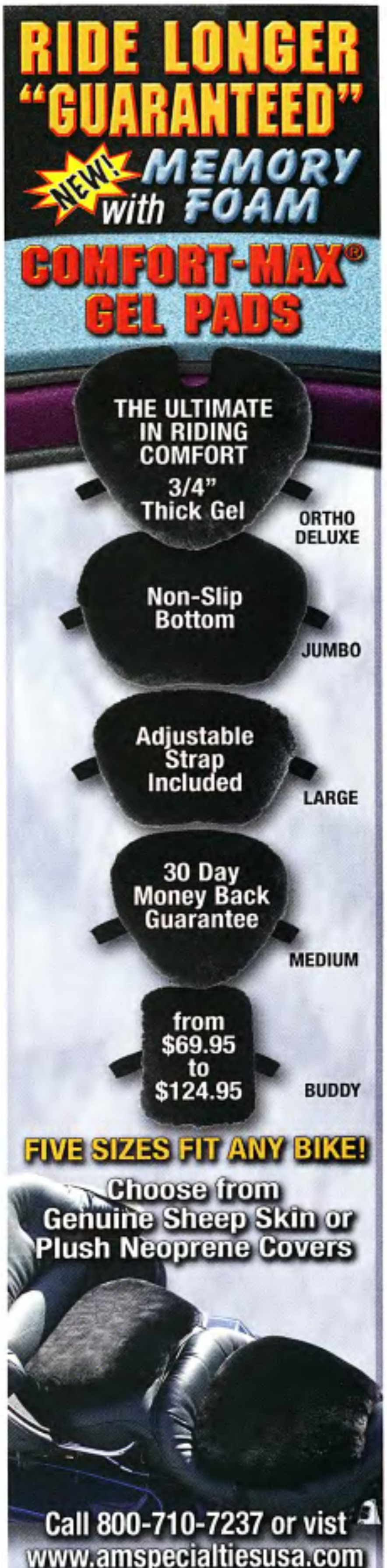

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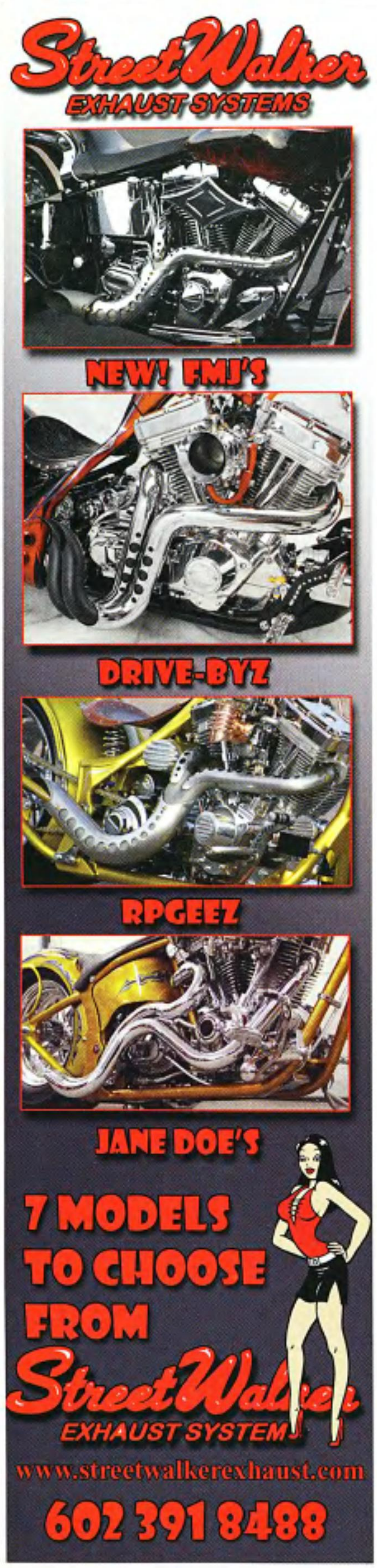
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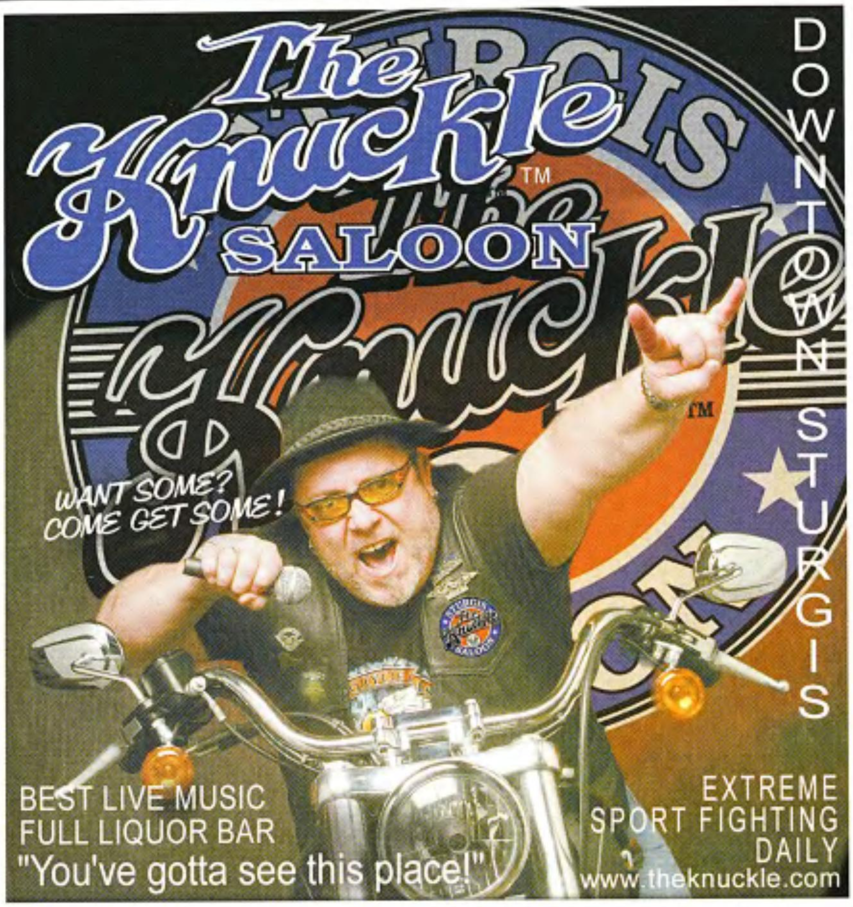
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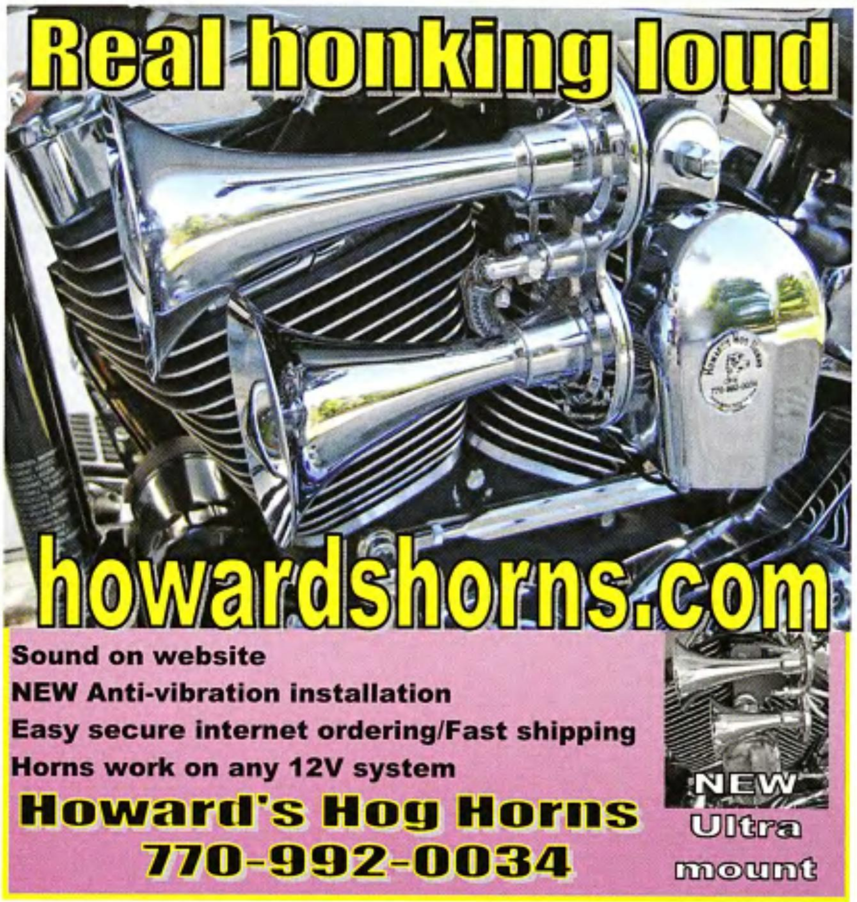
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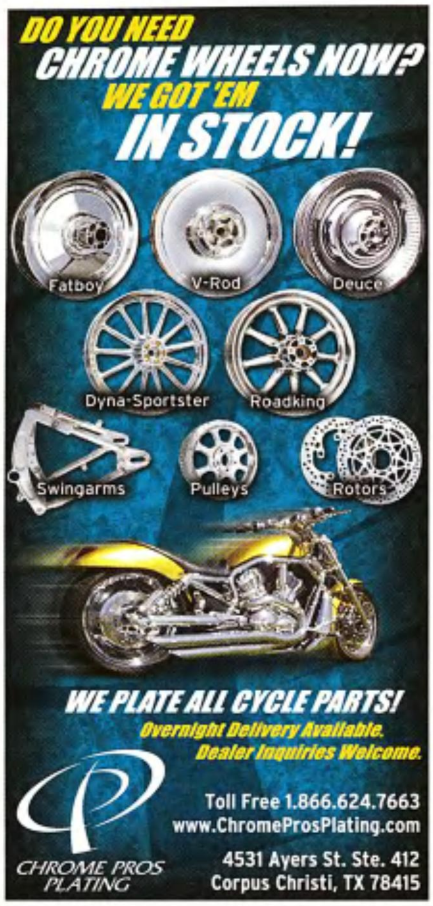
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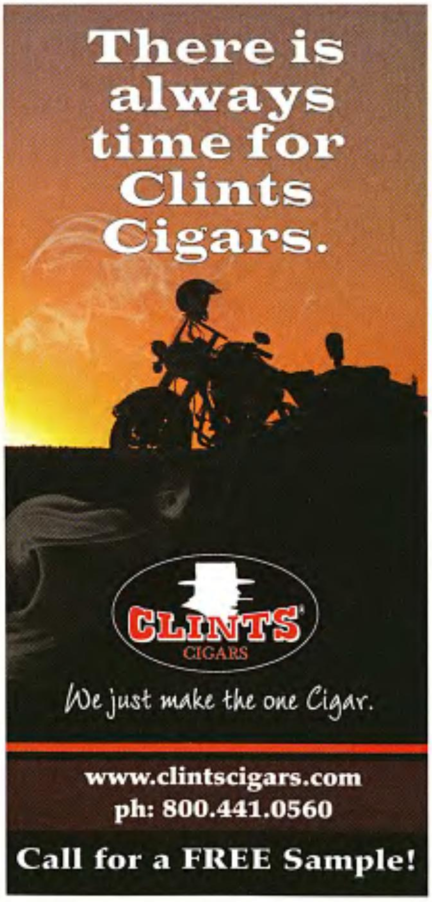
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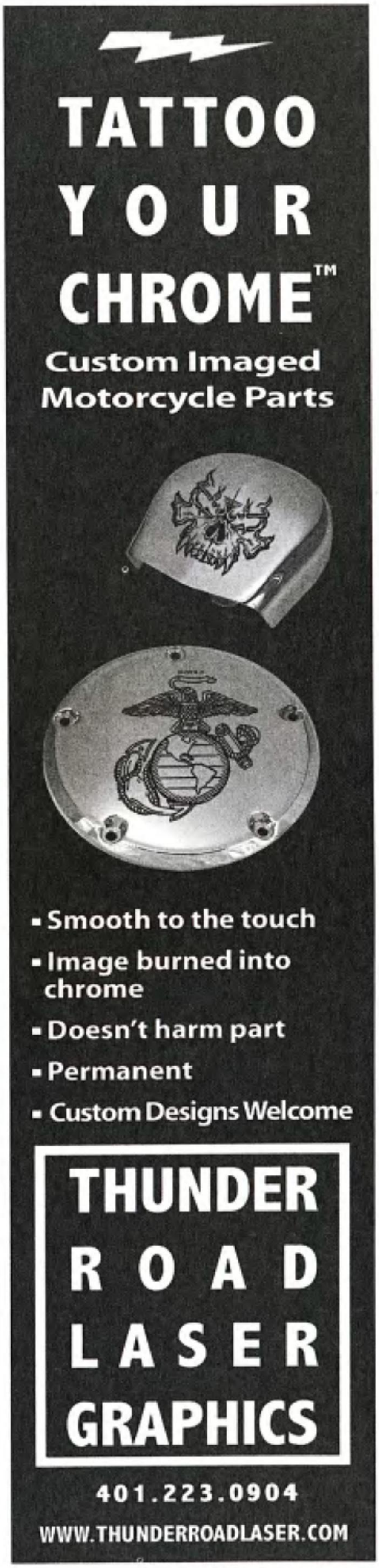
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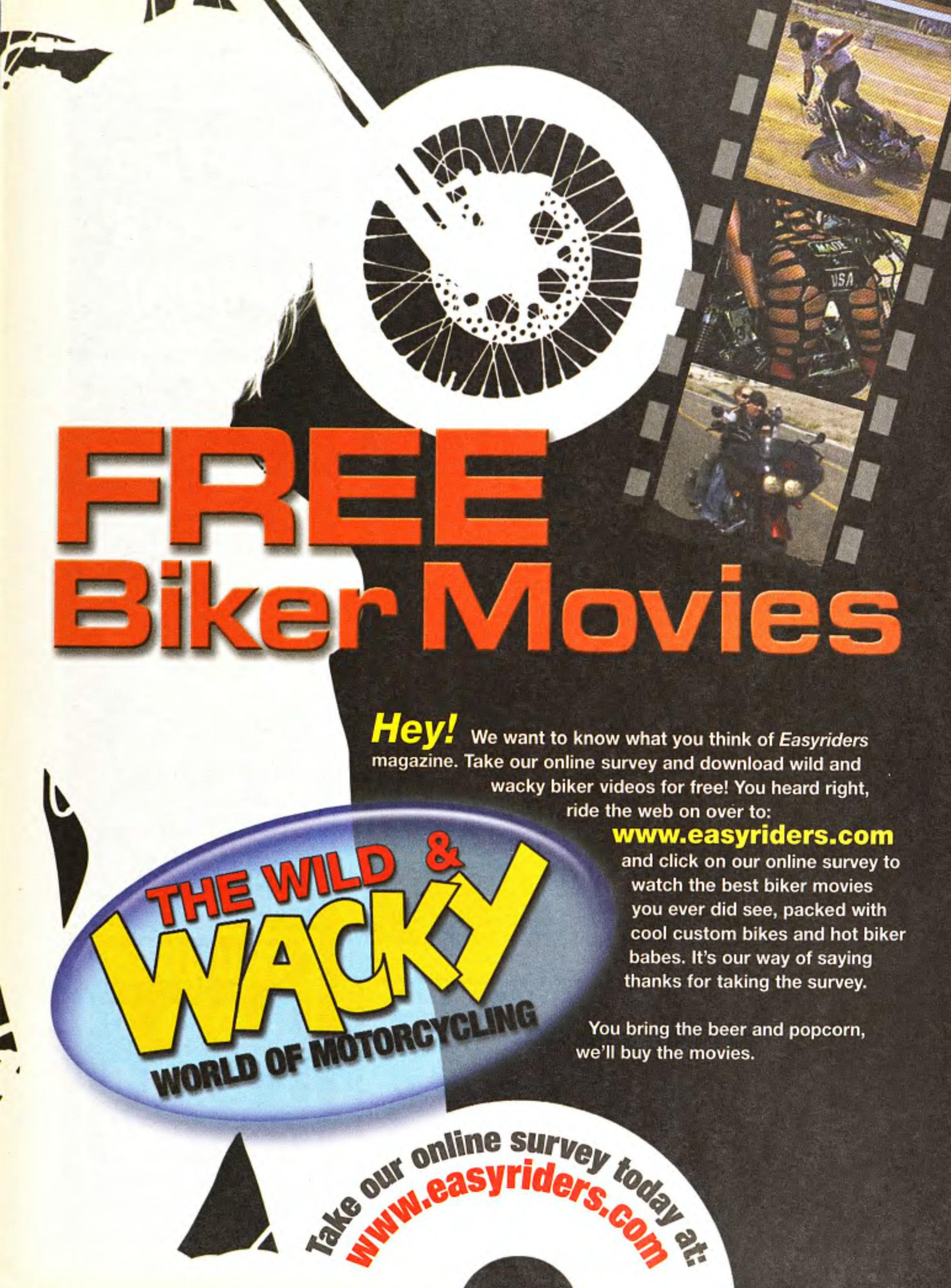
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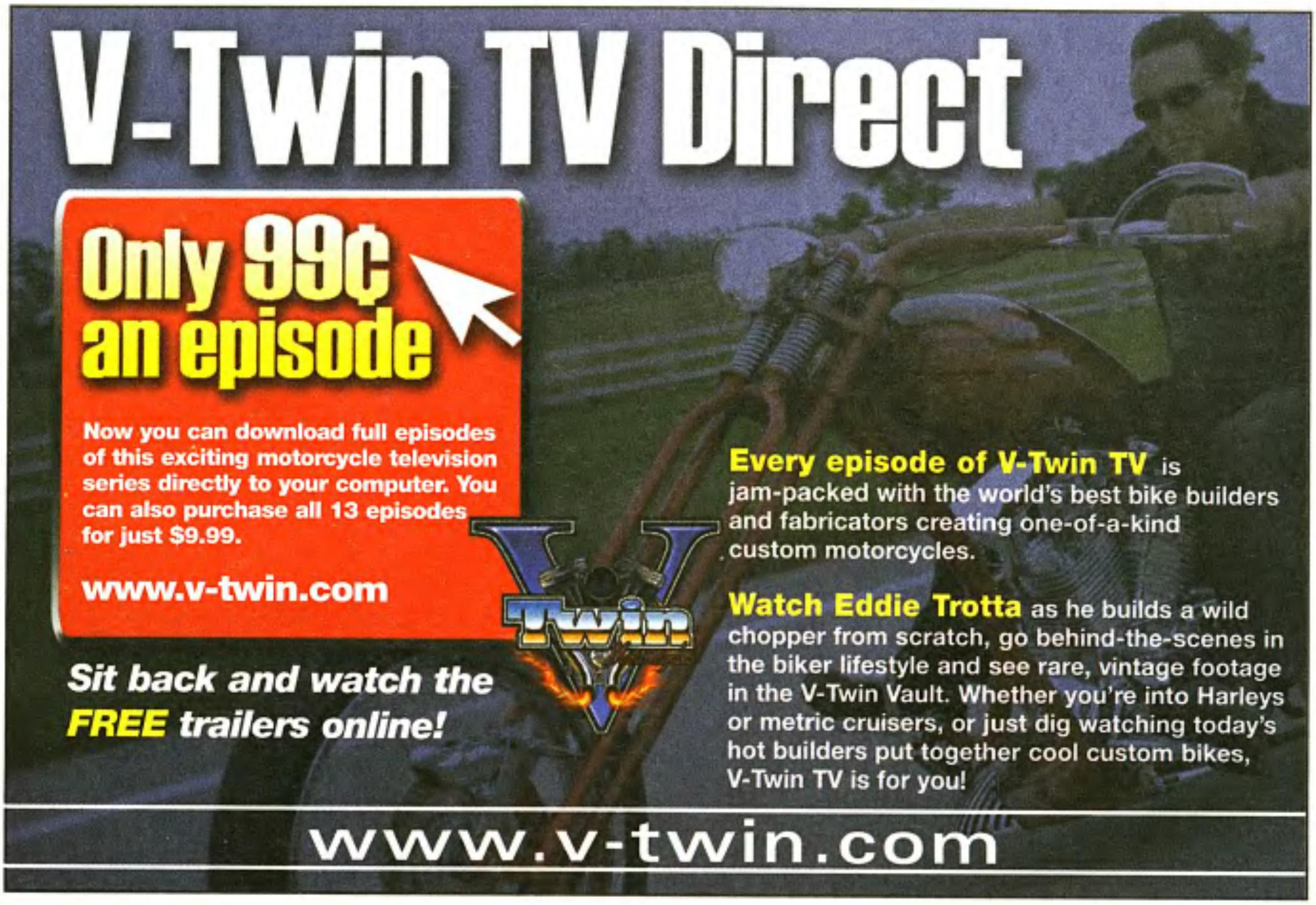
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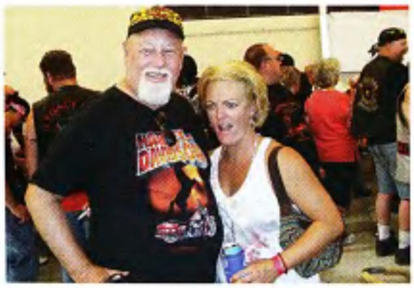


The Anti Laughlin Run

MORE FUN FOR LESS MONEY!

It's a fact of life. When your disposable income has been disposed of, you're a little more picky about where you want to spend what little you have left. It's no big secret that when you combine rising gas prices with the fact that major bike runs are becoming even more expensive, the outcome is going to be fewer people attending your event and less revenue coming in. Such was the case for this year's Laughlin Run. Too bad for them. Good for the annual Piss On The River Poker Run (PORPR) in Lake Havasu City, Arizona.

Generally, you pay an arm and a leg to stay in Laughlin for the infamous River Run. Hotels charge their top-level fees for three days and even more if you want "secured/preferred" parking. Many of these same hotels that "welcome" bikers, immediately put up "No Colors" signs on their doors as soon as the Run begins. The city floods the town with the alphabet soup of law enforcement (DEA, ATF, FBI) along with the Interstate Gang Task Force…yeah, I can see why everyone wants to go there. This year, however, the casinos and hotels felt the pinch.

On Friday afternoon, many of the hotels had an abundance of empty rooms. One major hotel/casino reported 400 empty rooms. By Saturday afternoon, several hotels were offering rooms at $99 a night. A PORPR participant told us he received two calls from two different Laughlin casinos that weekend stating they would comp his rooms for the

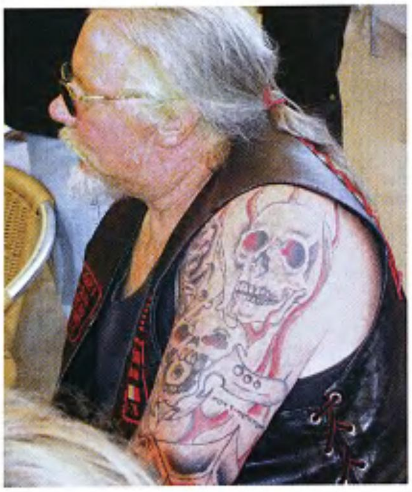
entire weekend if he would change his plans. Vendors also reported a slow down from previous years. All of this combined to make the 6th annual PORPR a bigger success.

The PORPR is put on by Arizona's L Chapter of the Vietnam Vets MC. All the money raised at this event goes to several different veteran charities, so you know that the hard-earned cash you're spending is actually helping someone, not lining someone's pockets. This is just

one of the reasons we like going and covering this event. Plus, it's Arizona. Helmet-free Arizona! It's also a great way to escape the nonsense of the River Run.

The PORPR has always been a great way to take a pass on Laughlin and relax with a ride along the Colorado River, party in the Spring Break Capital of the West, stay in inexpensive hotels, enjoy great food and just have fun. This year, Laughlin had more police than bikers, so they were happy to send some to Lake Havasu. Unfortunately for the po-po, they were about as welcome and needed there as a used shitty diaper in your saddlebag! The nice thing was that once they left, they didn't leave a smell that lingered with you for days…unlike the diaper situation.

The PORPR consists of either signing in at the American Legion Post 81 in Lake Havasu to begin your ride, or signing in 60 miles away at the Sand Bar in Parker. Either way, you were headed to two of



Photos: Big J Curran/Scott McCool

the most popular floating bars on the river: Foxes and The Roadrunner. It was then back up to Havasu and the welcoming arms of the Legion—where was plenty of food, cold beer and great people.

Let's not lose sight of the Poker Run itself. For a meager $20 sign-in, you get a shot at turning that into a $2,000 payday for the high hand and $500 for the low hand. Raffle prizes included some high-dollar items that were auctioned, including a giant poster that every entrant signed and was then framed. That one went home with the owner of the Top Deck Bar in Port Hueneme, California, and is proudly hanging behind the bar there.

The PORPR is a great ride, held in a town that actually wants you there, and one you should try and make next year. Less dough, fewer hassles, more fun…I can't even begin to imagine why you would need anything else.

—Oil Can

This month's Guide is for riders who demand performance at their fingertips. There are many paths to making your motorcycle "get-up-and-go," and we're looking at all of the angles in this comprehensive Hop-Up Guide. Don't put up with sluggish performance; you're just a few dollars away from being the fastest bike on the block. *—Kit Maira*

EASYRIDERS' HOP-UP GUIDE

HARLEY-DAVIDSON HEAVY BREATHER AIR CLEANER

The new Screamin' Eagle Street Legal Heavy Breather Performance Air Cleaner Kit ($299.95) from Harley-Davidson offers improved performance and airflow when compared to the stock or Screamin' Eagle High Flow air cleaner. The forward-facing exposed element is washable and rechargeable and is topped with a bright chrome end cap with a laser-engraved Screamin' Eagle logo. The intake tube and back plate are made from die-cast aluminum, polished and chrome-plated for a brilliant finish. The back plate features integral breathers and sealed breather bolt plug. The kit includes a water-repellant rain sock and all mounting hardware. Available in versions for 2008 Touring, Dyna, Softail and Sportster models. Installation requires ECM calibration.

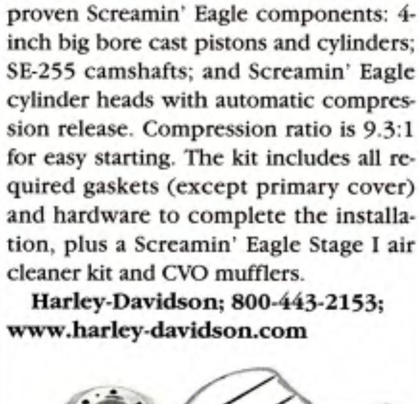
SCREAMIN' EAGLE BIG BORE KITS FOR TWIN CAM 96

Boost the performance of the Twin Cam 96 engine with a street-legal Screamin' Eagle Big Bore Kit from Harley-Davidson. The Screamin' Eagle Big Bore Stage I Kit ($698.95 in black or silver) increases displacement to 103 cubic inches and includes Big Bore cylinders, Big Bore flat top pistons, rings, clips, and a Stage I Air Cleaner Kit with one-piece back plate, integral breathers, all mounting hardware, and gaskets.

The Screamin' Eagle 110 Cubic Inch Stage I Kit ($2,459.95 in black or silver) delivers the same 110-cubic-inch displacement and power output as the 2007

CVO Screamin' Eagle models with these proven Screamin' Eagle components: 4-inch big bore cast pistons and cylinders; SE-255 camshafts; and Screamin' Eagle cylinder heads with automatic compression release. Compression ratio is 9.3:1 for easy starting. The kit includes all required gaskets (except primary cover) and hardware to complete the installation, plus a Screamin' Eagle Stage I air cleaner kit and CVO mufflers.

Harley-Davidson; 800-443-2153; www.harley-davidson.com



GOING FAST CAN BE COOL

The all-new S&S retro conversion kit for shovels gives your engine the classic look of the 1950s and early 1960s, boosts performance, and it's quiet. All you need is the kit, a set of pan covers and you are set. This kit will fit 1966-'84 stock shovel engines.

By installing S&S P-Series heads you'll see an increase in performance, plus a much quieter valve train. The kit includes S&S hydraulic tappets, Quickee pushrods and forged roller rocker arms that mount in the all-new S&S P-Series rocker mounts. Also included in the kit are stylish S&S polished billet tappet guides.

S&S SUPER E AND G CARBURETORS

In these days of fuel injected bikes requiring computers and modules to tune the machine, it is good to know that the original performance carburetors are still available.

With just two fuel circuits (aside from the enrichment and accelerator pump systems), the Super E and G are simple to tune. The carburetor is designed to allow easy access of the idle mixture, idle speed and accelerator pump with the carb (and air cleaner) installed on a bike.

The large filter surface of the Teardrop design allows for plenty of air volume to flow into the carb, and the Teardrop cover and its backing plate create a directional cone for smooth airflow into the carburetor.

The E is designed to work on most engines under 100 cubic inches, and the G for engines no less than 90 cubic inches. The E has a 1 7/8-inch bore size and the G is bored to 2 1/16 inches.

S&S Cycle; 608-627-1497; www.sscycle.com

DELKRON TOP END KITS FROM DRAG SPECIALTIES

These top end kits feature Delkron Hi-Flow assembled cylinder heads. Cylinders have centrifugally spun cast iron liners that provide excellent thermal

conductivity. Available in natural or black finish, they include a Ross Racing Piston kit, flange mount manifold and a Cometic MLS gasket kit.

Bore sizes are available from 3 7/8 to 4 1/8 inches (107-inch kits require case boring). Includes a compression ratio of 10.5:1 on either kit and they're made in the USA.

THUNDERMAX CHAIN DRIVE CAMS BY RED SHIFT

The stroked crankshaft in '07-'08 Twin Cam models changes the dynamic from previous Twin Cam 88 engines, making correct cam choice crucial to avoid engine damaging detonation from today's lessening fuel quality. Thundermax cams are ground from one-piece 8620 steel billet and provide smooth, linear power with great valve train dynamics. These do require adjustable pushrods and headwork.

Providing max power grind for '07-'08 larger-displacement engines are 647S cams for 113-inch engines. They features broader timing for higher-compression engines and complement high-flow heads, intake and exhaust. Providing max torque grind for '07-'08 larger displacement engines with heavy payload are 657S cams for 107-inch and larger engines. The narrower timing for more low-end grunt works well with bagger exhaust.

NOTE: All numbers shown are calculated using stock (1.62-inch) rocker arm ratios. Recalculate if using higher rocker arm ratios.

Drag Specialties; www.dragspecialties.com

PSI BIG AIR CARB

This new PSI Big Air Carb, available from J&P Cycles, features three simple external fuel knobs, which can be adjusted in seconds with no tear down needed to tune. A ribbed venturi allows more air to pass and vaporizes fuel better than other carbs. Eight internal ball bearing rollers ensure a smooth slide. It meets 2010 EPA regulations and fits most 80 to 55-cubic-inch engines.

TWIN CAM PERFORMER RPM POWER PACKAGE

Also new from J&P Cycles, this Performer Power Package from Edelbrock has all the necessary components to upgrade your '06 -'07 88- or 95-inch Twin Cam motor. This kit is designed to help achieve 103 plus hp/97 foot-pound torque levels. It is available in black or gray finish and for chain or gear cams and is compatible with Power Commander for map availability.

J&P Cycles; 800-397-4844; www.jpcycles.com

KT COMPONENTS PETCOCK

The engineers over at KT Components recently developed a collection of custom petcock and carburetor fittings that provide aircraft quality, strictly business appearance and unique, dependable, seamless operation. Each petcock fitting is designed to open and close with a simple push-pull movement to control fuel flow. These highly specialized valves are joined with high-flow, -5AN stainless, clear-coated wire braided lines and fully polished stainless fittings. Fittings are currently available for Mikuni and S&S applications and fit with a variety of custom hose lengths.

KT Components; 714-630-7144; www.kendonusa.com

PRO-SERIES SMART PUMP

TP Engineering's Smart Pump is the first V-twin oil pump that allows only filtered oil into the engine by sending motor oil to the oil filter first. The Smart Pump uses TP's patented three-valve design to ensure a constant flow of oil to the engine's bottom-end at any rpm. And with the Smart Pump, V-twin engine owners can finally benefit from using 5-micron Twin Cam oil filters and trap particles eight times smaller than are possible with 40-micron Evo filters.

The Smart Pump keeps your entire engine lubricated with filtered oil at all speeds and enables you to use oil filters that will trap more dirt.

TP Engineering; 203-744-4960; www.tpeng.com

NEW JIMS "ELLIPSE" THROTTLE BODY AND MANIFOLD

JIMS Throttle Bodies feature an Elliptical intake track, producing maximum horsepower and torque numbers throughout the entire rpm range. The elliptical curve starts at the air box and continues thru the elliptical throttle body into the intake manifold. JIMS Ellipse 58mm throttle bodies have outstanding performance when installed on all EFI 2006 thru 2008 throttle cable motorcycles. They are compatible with all OEM electrical components (i.e. throttle position sensors, air control motors, fuel injector assemblies, etc...).

Kits are not compatible with electric throttle cable installed on some 2008 models. The manifold is also wider to fit most taller engines. Use on all 100 to 131-inch Twin Cam motorcycles. Throttle body kits are sold either with or without electronic components, MAP sensor, fuel rails, and Injectors.

JIMS; 877-482-6913; www.jimsusa.com

NEW FROM WIMMER

Replace your Screaming Eagle filter with this new superior filter upgrade from Wimmer. The high-performance permanent filter flows more than 20 percent more air and requires no oiling. The larger filter comes with standoff extensions to mount to your existing back plate. Installation and maintenance are a snap. The upgrades are available now for up to '07

CV/Delphi and the new '08 drive by wire.

Wimmer Custom Cycle; 215-721-4160 or 843-492-0412; www.wimmermachine.com

MIKUNI HSR CARBURETOR

Mikuni American's popular HSR42, 45 and 48mm series smoothbore carburetors are available in easily installed "Easy Kits" for all late model Harley-Davidson and other American V-twin applications. Included are kits for 1990 to present 1340cc Big Twin engines, together with 1994 to present 1200cc Sportster and Buell S2 models. HSR42 kits come complete with a properly jetted Mikuni HSR42 carburetor and instructions. A special adapter allows you to retain your stock airbox or use the higher flowing Screamin' Eagle performance filter kit for an additional performance gain.

Mikuni American Corporation; www.Mikuni.com

WISECO PISTON KITS

Wiseco's piston kits for Twin Cam 88 and 96 are made from dedicated forgings for lightweight and superior strength. The stock compression pistons have original OEM characteristics and the high-compression pistons provide maximum torque and throttle response. Dedicated rings are included with every piston for maximum compression and oil control. Pistons are skirt-coated for reduced friction. The kits come complete with pistons, rings, pins, circlips, and gaskets, where applicable.

Wiseco; 800-321-1364; www.wiseco.com

ULTIMATE PAN SEAL

Whether you are running painted stamped steel, chrome, cast or billet aluminum covers, these high-tech pan seals just introduced by James Gaskets are going to provide a seal that virtually eliminates seepage like nothing offered before. These unique pan seals feature a solid steel core which is fully encapsulated in a thin layer of high-temp NBR rubber. This revolutionary compound provides outstanding torque retention while a thick perimeter bead on two sides produces the conformability needed to seal the wide range of covers that have been produced for these popular engines. The new James pan cover seals are sold in pairs and can be used on all panhead engines from 1948-1965 and on clone engines with the same pan cover to head design and specifications.

James Gaskets; 775-246-2220; www.jamesgaskets.com.

K&N ENGINEERING

K&N Engineering's High-Flow Air Cleaner Assembly (P/N RK-3909) is now approved by the Air Resources Board to be legal in the state of California on all 1999-2006 Harley-Davidson Twin Cam fuel-injected motorcycles. The RK Series Custom Air Cleaner Assembly, which is an Air Filter and/or intake modification kit, now includes CARB Approval.

The RK-3909 is an oversized, custom intake assembly developed around an original K&N high-flow air filter. This kit was designed specifically for the Harley-Davidson owner looking to optimize airflow and increase performance. The assembly includes a powdercoated, billet aluminum backing plate, internal run breathers for a clean installation and features a built-in, dyno-tuned velocity stack which smoothes out the delivery of airflow. This custom assembly keeps the factory appearance by utilizing the stock air cleaner cover.

K&N Engineering; 951-826-4000; www.knfilters.com

JOHNSON ENGINE TECHNOLOGY THROTTLE-BODY MODS

With inexpensive modifications to your stock H-D throttle body, JET can unleash the power in your engine. JET offers two upgrades for '05 to present EFI Twin Cams (excluding '08 FLH's). The 48mm high-flow (2mm bigger) is bored and ported and flows 241 CFM—a 22 CFM increase over stock. The modification runs $169.95. The 51mm high-velocity is bored and has ports that are reshaped using high-tech epoxy to give it the proper taper and architecture. The 51mm high-velocity flows 257 CFM and costs $369.95.

Johnson Engine Technology; 401-596-9507; www.johnsonenginetechnology.com

TRASK TURBO SYSTEMS

Trask Performance has spent years perfecting turbo systems for Harley-Davidson applications and currently sits on the cutting edge of this often misunderstood and misused technology. Their unique systems are clean and sleek while providing extremely user-friendly performance. Easily installed, each unit is designed to provide substantial, usable increases in torque and horsepower without overstressing the engine. Their latest system is Dyna- and Softail-specific for use with Delphi injection. Available in black ceramic, chrome or a combination of black and chrome, each kit includes a patent pending billet plenum chamber, highly modified Garrett turbo with polished compressor housing, snap-in venture for 100% unobstructed airflow, custom designed race tuner and Power Commander maps, all mounting hardware and instructional CD. According to Trask, running just 8 pounds of boost, TC88 and 96 machines with upgraded 203 cams consistently dyno at 120 and 125 hp respectively.

Trask Turbo; 866-998-7275; www.TurboYourHarley.com

REVOLUTION PERFORMANCE PISTONS

Revolution Performance LLC recently introduced the Revolution performance piston for Twin Cams. Just added to this

are newly designed pistons for Twin Cam Monster big bores. Autofit coating is a patent pending, permanently bonded moly based coating process designed to last for the life of the piston. It is applied to 30 micron thickness giving .0005-.001-inch piston-to-sidewall clearance for ultra quiet operation. Gas nitride coated rings provide ultimate compatibility with NSC plated bores. Revolution has given these over 2,000 hours of durability testing to ensure the quality of the pistons. Specifically designed for the 4.25 monster big bore, they offer superior ring seal, bore compatibility, quiet running and overall lifespan durability.

Revolution Performance; 866-892-2109; www.revperf.com

ZIPPER'S MUSCLE 103-INCH KIT

Give your Twin Cam 96-inch engine a major workout with Zipper's Muscle 103 engine package. Smooth, linear power is extracted from the Twin Cam with the installation of Zipper's Muscle 103-inch engine kit. This complete performance package includes precision cylinder boring, forged big bore pistons, Zipper's CNC-ported heads with oversize valves, Red Shift cams, adjustable pushrods, and all gaskets. The kit includes the ThunderMax ECM with AutoTune, ThunderMax 54mm throttle body, high-flow injectors and high-flow air cleaner assembly—everything you need all in a single part number. Zipper's keeps exchange heads and cylinders in stock already modified for quick turnaround.

Zipper's Performance Products; 410-579-2828; www.zippersperformance.com

ANDREWS CAMS FOR 2007-UP 96-INCH TWIN CAM MOTORS

The 2007-up 96-Inch Twin Cam motors have a redesigned cam mounting plate, cam bearing, camshaft drive chains and tensioners. Andrews Products, long known for their high-performance cams,

has announced the introduction of camshaft sets for these motors. They currently offer their #21H, 26H, 31H, 37H, 44H & 50H grind cams. These are all bolt-in cams and feature the same heel radius as the stock cams so that they will work with stock pushrods.

Andrews Products; 847-759-0190; www.andrewsproducts.com

FEULING CAM PLATE

Feuling has just developed a cam plate for Twin Cam engines designed to increase engine oil flow and volume by enlarging critical oil passages and the oil pump reservoirs. Manufactured, blueprinted and matched to the Feuling oil pump, the Feuling cam plate is designed to exceed the needs of serious high-performance engines. Manufactured from 7075 billet aluminum and hard anodized for superior strength, the Feuling cam plate provides increased oil flow to the pinion shaft and connecting rod bearings as well as reduces engine temperature. Cam plate is for use ONLY with Feuling Oil Pumps. Distributed by Drag Specialties, Power Twins, Rivera, and Zipper's.

Feuling Oil Pump Corporation; 619-917-6222; www.feulingparts.com

CP FORGED PISTONS FOR TWIN CAM MOTORS

High-performance forged pistons for 2007 Harley-Davidson Twin Cam motorcycles are now available from CP Pistons. These pistons complement CP Pistons' existing line of standard and big bore kits for the 1999-2006 Twin Cam motors. All of these pistons are offered in a variety of compression ratios and are compatible with oversized valves and higher lift cams.

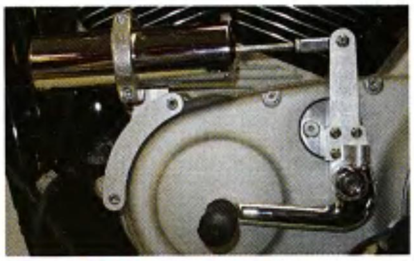
Each piston is forged from high tensile aluminum and is precision machined to ensure uniform thermal expansion for maximum dimensional stability. Along with the introduction of high performance rings and proprietary treated wrist pins, these pistons come standard with double pin oilers, accumulator and contact reduction grooves for reliability and performance under high-stress conditions.

CP Pistons; 949-567-9000; www.cppistons.com

TWIN VELOCITY PLUS

Küryakyn has completely revamped the twin velocity air cleaner with big performance in mind. Additional slots on both sides and enlarged openings at the bottom allow more air to enter the filter. End breather technology is applied by adding a large, round foam filter element beneath the teardrop center. The revised teardrop center cover provides larger slots for improved airflow and cleaner looks. The twin velocity's internal crankcase vent system has been designed to direct gasses and oil droplets into the carburetor or induction module, helping to keep the mess in the engine where it belongs. All these improvements add up to improved airflow and greatly improved power potential. Retail Price $219.99.

Küryakyn; 800-843-7896; www.kuryakyn.com



PINGEL EASY SHIFT KITS

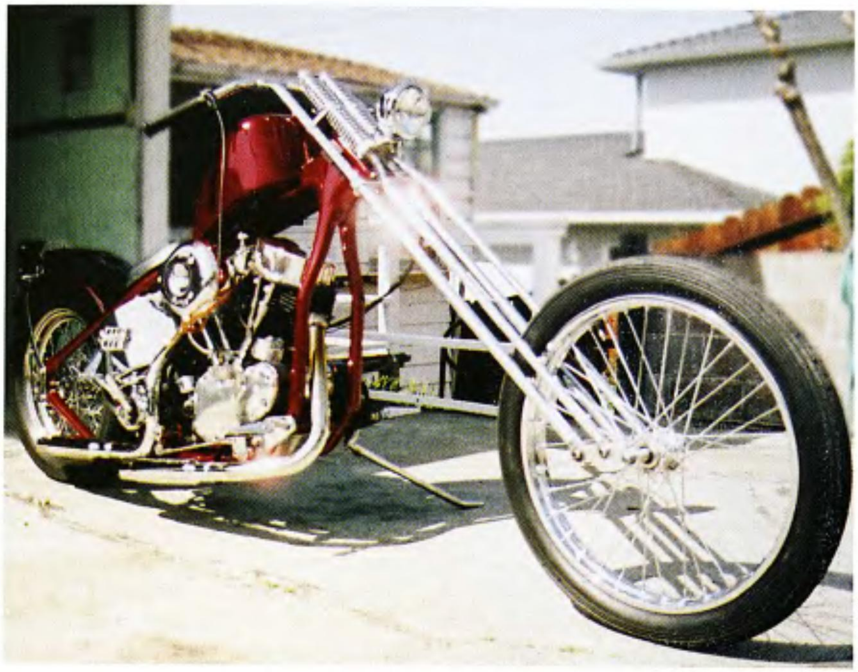
With the Pingel Easy Shift all you have to do to shift gears is to punch the buttons on the handlebar control. These kits are designed for full or partial throttle-on clutchless up shifting with a single push of the button. Down shifting is also achieved by a push of the downshift button. Clutch use is required for starting and stopping only. OEM shifting ability is retained even after installation.

Kits include a dual button handlebar control, a shift cylinder plated with a lustrous chrome finish, bolt-on shift cylinder support bracket, and the state-of-the-art control module which sends a quick and reliable signal from the button control to the shift cylinder without any delay. Also included is the ignition kill module, which momentarily interrupts the ignition coils, and step-by-step instructions with photos for easy installation.

Pingel Enterprise; 608-339-7999; www.pingelonline.com

ReadersRides

Gary Sholes
San Leandro, California
1965 Panhead


Photos: Owner

"It was the ugliest bike I'd ever seen," Gary says about the moment he first encountered his trusty panhead some 30 years ago. "It was a cop bike made into a dresser, with a '59 Caddy taillight and a seat that would hold 13 people, I'm sure."

Quite possibly because he didn't know 12 people who might have been interested in riding the bike with him, Gary set about changing things around. He didn't have to look very far to find some tasty add-ons. "Most of my parts are from Arlen Ness," he says, adding that the fellow San Leandroite's hottest item at that time was the diamond Sportster tank. He remembers that well, because, as he puts it, "All my Sportster stuff came from him."

Considering Gary only paid $1,300 for the panhead back then, it's a pretty good investment. You can barely get a nice set of wheels for that money nowadays. But Gary wouldn't put a monetary value on his panhead, anyway. "I built and painted her, scarlet candy red," he says, pointing proudly to the fact that the bike still has its aluminum inner primary. "The engine is balanced and has an S&S carb and an electric ignition, and she's kicked to 45 degrees with a 12-over springer and a 21-inch front wheel."

Does that sound like someone who's concerned about how much money his bike might be worth? Plus, with that banana seat gracing the panhead, he probably still fits 3 or 4 people on it—skinny ones anyway.

—Tripper

Bill Griffith
Bowling Green, Kentucky
1980 FLH

Photos: Owner

Here's another long-term love affair to warm your cockles. Bill got his bike from his dad when senior decided to buy a Softail. "The following winter, I took it all off the frame except for the motor and the trans, which were in good shape," Bill remembers, adding with what seems to be some surprise that "the numbers on the motor and the frame matched!"

It's always good to find out that your ol' man isn't a crook. But there were some additional things that seemed to particularly please Bill, like the transmission. "The trans is a reverse shift, which I love," he says.

Bill then cleaned the motor and the frame and gave the whole contraption a new paintjob. He also had a Softail front end put on it and a new back end installed replete with 11-1/2-inch GMA brakes, as well as a horseshoe oil bag, 5-gallon gas tank, a Mustang seat, Sumax Ground Sweepers and all the chrome and spikes he could get his hands on.

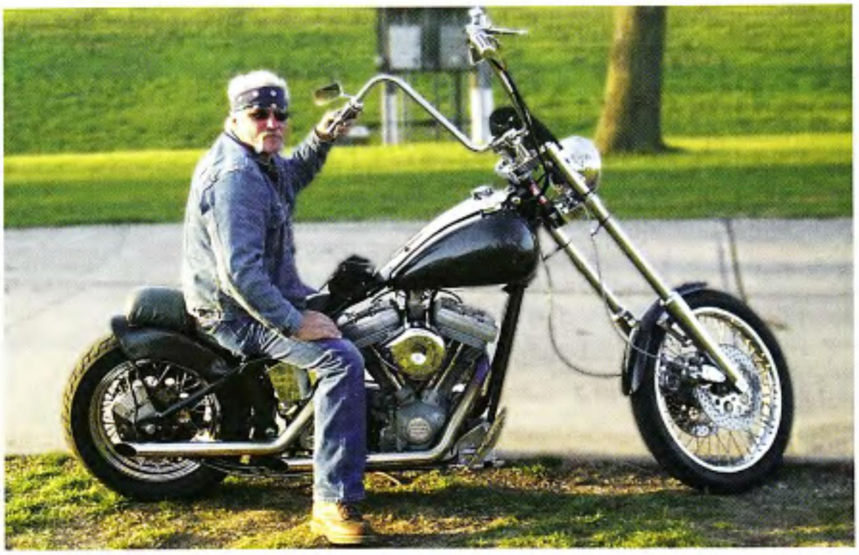
"The best part to me is the paintjob," he says. "My son recently passed away, just a couple of months before his 18th birthday. I wanted to do something special to memorialize him on the bike, and the paintjob was it. Purple was his favorite color, and he loved wolves."

The rear fender features an airbrushed wolf and a commemorative plate. "I also made a shift linkage in his memory and put 18 indentations on it," Bill adds. "It means a lot to me that every time someone sees my motorcycle, my son is remembered."

Our condolences, Bill, and be assured that lots of people are looking at your bike right now.

—Tripper

Rob Rauterkus
Manilla, Iowa
2005 Special Construction



They say there's nothing in Iowa but farms and corn, but if you look around hard enough, you'll spot a Harley or two among the cobs, like Rob's here. Being that Rob lives in what they generally call the heartland, it comes as no surprise that Rob's mated some of the best American motorcycling has to offer in this bike. Not only did he use an 80-inch Harley motor to power his bike, he hooked it up to an Indian 5-speed transmission.

Of course, there's plenty more, like the 3-inch BDL primary mated with the 1/2-inch rear belt, some custom forward controls, a custom tail section and a custom dash engraved with a lightning bolt. All of the above is set neatly in and around a Kraftech frame with a 38-degree rake, 8-inch stretch in the downtubes and a 4-inch stretch in the backbone. "I started the build in 2000, after trading in my old shovel," Rob says, "and I finished building it in August of 2005. My third cousin, Duane, painted it charcoal."

Rob says he used to sell parts but closed his business down because "everyone wanted a good deal and no one wanted to pay." In a way, that's also how he got his hands on this nifty motor, brand-new. "Some guy had bought it and when they delivered it, they dropped it, so he sent it back. Wasn't anything wrong with it, so I got it for cost."

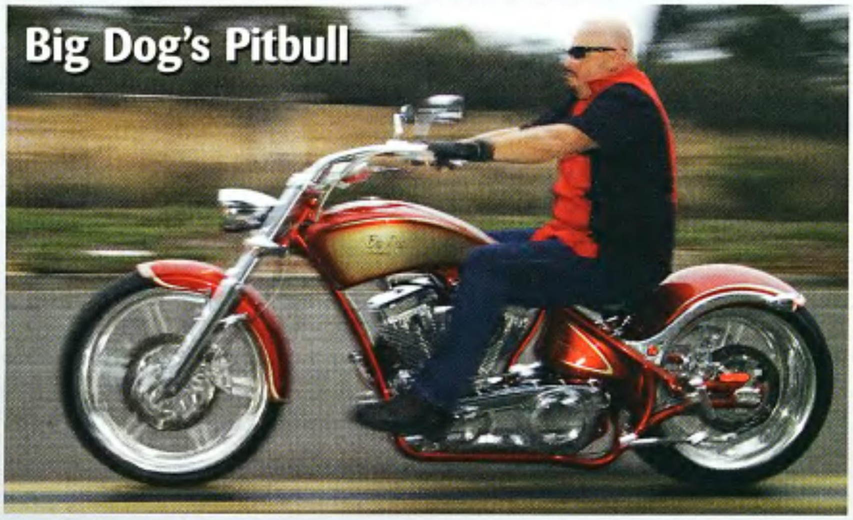
Rob also wants to dedicate this bike to his son, Ryan, who's currently finishing his training as a Marine at Camp Pendleton, California. "He's probably going overseas after that," Rob says wistfully.

—Tripper

Photos: Owner

The Bike Of The Year

Big Dog's Pitbull



By now, you've probably seen this bike, ridden it, or maybe even purchased one. If that's the case, good for you. If not, what the hell are you waiting for? Having had the chance to be one of the first to take a spin on what was soon to receive the V-Twin Expo's Excellence In Motorcycling Award for Bike of the Year, I can tell you that the all-new, redesigned Big Dog Pitbull is certainly a bike you want in your own kennel.

Big Dog Motorcycles (BDMC) took an entirely new approach to launching several of their pro-street models in an attempt to bring more consistency to this model segment and to "revamp" what we see as a pro-street design this year. This approach includes this retro redesigned Pitbull, the return of their

Big Dog
MOTORCYCLES

Big Dog

Big Dog

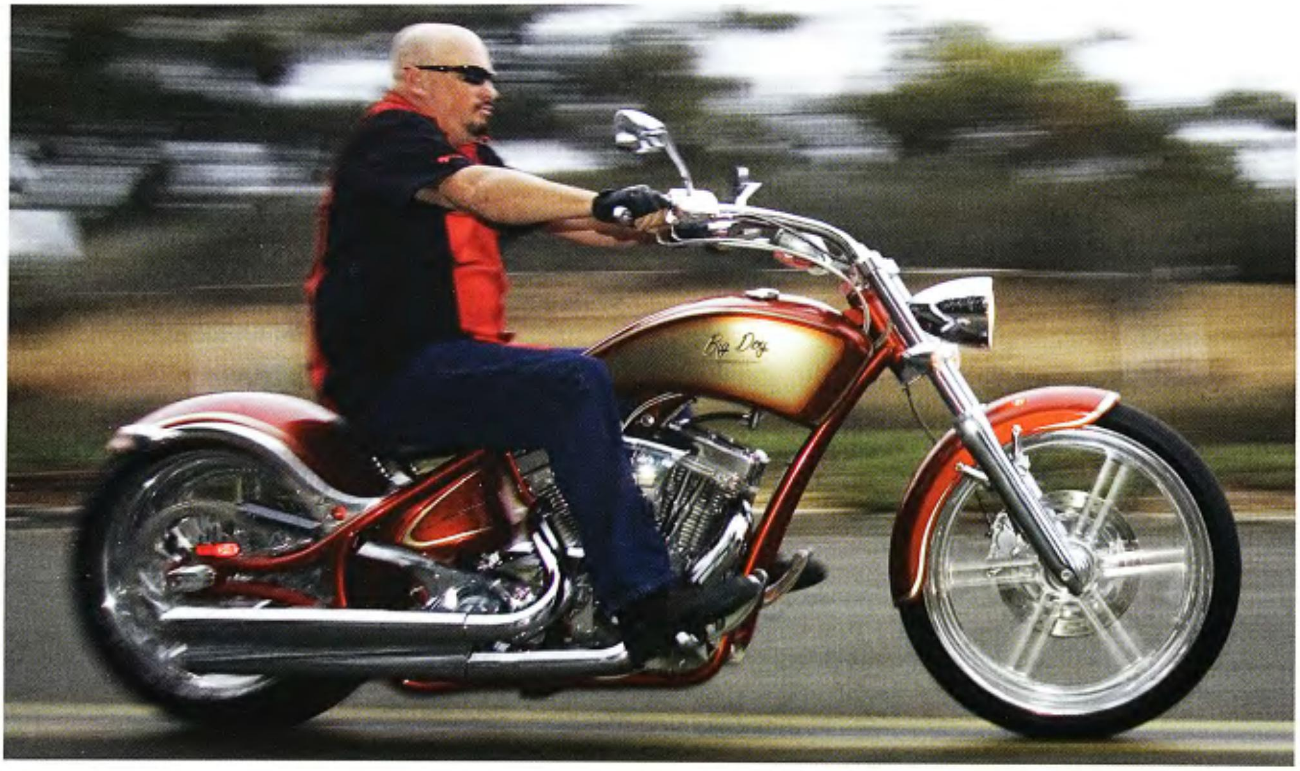
popular Mastiff and their all-new Mutt. However, it was the Pitbull that has had everybody talking and taking notice.

"The bike shows a definite new direction in our designs and styling," says Nick Messer, executive vice president of sales and new product development. "The end result is a fresh new motorcycle with its own distinctive look and very dynamic silhouette." To us, the new Pitbull looks like a bobber on steroids. It still is in its award-winning rigid setup, but now includes a stretched tank, spring seat, pull-back bars and risers. This dog has a ton of bite.

That bite is supplied by BDMC's proprietary 117-inch motor and 6-speed transmission, which shifts all that power to a new taller wheel size combo of a 280mm rear and a 130/60R23 front. With the bike measuring just over 8 feet long with a seat height of 25.5 inches, it's surprising that it maintains a 4.75-inch ground clearance. Trust me, you'll need every inch of that clearance, as this bike seems to beg for the twisties, handling great once you arrive.

After putting several miles on this bike, as well as several others vying for the same award, it was no surprise that we choose the Pitbull for the prestigious Bike of the Year honors. Get all the details and even more info, by contacting BDMC on their interactive Web site at www.bigdogmotorcycles.com.

—Oil Can



Owner: Could be you
City: Anywhere, USA

GENERAL
Designer: Big Dog Motorcycles
Fabrication: Big Dog Motorcycles
Year/make: 2008/Big Dog Motorcycles
Model: Pitbull
Assembly: Big Dog Motorcycles

ENGINE
Year: 2008
Builder: Big Dog Motorcycles
Displacement: 117 cubic inches
Cam: mid-range
Carb: Big Dog Motorcycles
Pipes: Big Dog Motorcycles Mean Mother

TRANSMISSION
Year/make: 2008/Big Dog Motorcycles Balance Drive
Shifting: 6-speed

PAINTING
Painter: Big Dog Motorcycles
Color: 70 graphic options
Type: PPG

FRAME
Year/make: 2008/Big Dog Motorcycles
Type: rigid
Rake: 31 degrees
Stretch: 4.5 inches
Shocks: hahahahahaha

ACCESSORIES
Handlebars: Big Dog Motorcycles
Handlebar controls: Big Dog Motorcycles
Fenders: Big Dog Motorcycles
Headlight: Big Dog Motorcycles
Taillight: Big Dog Motorcycles
Speedo: digital
Pegs: Big Dog Motorcycles
Foot controls: Big Dog Motorcycles
Gas tank: 4.6-gallon
Seat: Big Dog Motorcycles spring seat
Mirrors: Big Dog Motorcycles

FRONT END
Type: telescopic
Builder: Big Dog Motorcycles

WHEELS
Size: 280mm rear, 23-inch front
Tires: 2
Brakes: Performance Machine 4-piston
Photos: Rick Hustead
Contact: Big Dog Motorcycles; www.bigdogmotorcycles.com

ComingAtYa

The September *Easyriders* (No. 423) takes you to all the southern-style fun of Myrtle Beach Bike Week. We'll also hit the Mooneyes Japan Show and buckle some swash with Hogs on the High Seas. Custom bike features will run the gamut from Envy Cycle's long and lean chopper, to a wild racer from Chicara, a Ron Simms bobber and Stinger Customs' *Biker Build-Off* scoot. We'll also test ride Harley's cool and quick CVO bagger.

Check out a passel of purdy women, and get two great Guides, one to Harley's 105th Anniversary and another to Driveline Parts. All this plus a look at the latest Harley-Davidson Motorclothes as well as our first installment of the annual J&P Cycles Build-a-Bike contest. You can win a killer custom from your friends at J&P and *Easyriders*.

On sale August 5th

The August *V-Twin* (No. 88) will offer up a chance to win a cool custom Road Star from Dennis Kirk. You'll get a great Guide to Hop-Up parts to make your bike scream, check out the new production motorcycle from Zero Engineering and go Behind the Scenes at RC Comp. We'll also clue you in to the history of Pro-One, visit Andrews Gears and take the lid off of our look at the Top 10 Production Cruisers on the market today.

On sale July 17th.

The August *Biker* rules the wasteland with Johnnie's '56 pan, Nate's monster bagger and a wicked Chica ride. We also party our brains out with naked girls for you because we care. *On sale now!*

The September issue of *In The Wind* (No.134) brings you more of Daytona Bike Week, the 2007 Love Ride and the awesome Aspen Reign aboard Click's '48 pan. Newsstand buyers get a special 32-page outsert of our the Easyriders Bike Show Tour Round-Up! *On sale now!*

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PERFORMANCE MACHINE, INC. ...800-757-3685 performancemachine.com 17
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